

Appendix C

Scoping Report and Addendum 1 to Scoping Report

***Scoping Meeting Report for the
Navy Base Marine Intermodal
Container Transfer Facility
Environmental Impact Statement***

Job No. 100036005

**SCOPING MEETING REPORT FOR THE
NAVY BASE MARINE INTERMODAL
CONTAINER TRANSFER FACILITY
ENVIRONMENTAL IMPACT STATEMENT**

Prepared for:

U.S. Army Corps of Engineers
Charleston District
69 Hagood Avenue
Charleston, South Carolina 29403

Prepared by:

Atkins
7406 Fullerton Street
Suite 350
Jacksonville, Florida 32256

May 2014

Contents

	Page
List of Figures	iii
1.0 INTRODUCTION.....	1-1
1.1 PROJECT BACKGROUND.....	1-1
2.0 SCOPING	2-1
2.1 PURPOSE OF SCOPING	2-1
2.2 SCOPING PROCESS SUMMARY	2-1
2.3 PUBLIC NOTIFICATIONS.....	2-2
2.3.1 Notice of Intent.....	2-2
2.3.2 Public Notice	2-2
2.3.3 Meeting Announcements	2-3
2.3.4 Website	2-3
2.4 AGENCY AND TRIBAL CONSULTATIONS.....	2-4
2.5 PUBLIC SCOPING MEETING.....	2-4
2.6 PUBLIC COMMENTS	2-4
3.0 COMMENT ANALYSIS.....	3-1
3.1 COMMENT COMPILATION.....	3-1
3.2 COMMENT SUMMARY/MAJOR ISSUES	3-2
3.2.1 NEPA.....	3-3
3.2.2 Socioeconomics	3-3
3.2.3 Land Use and Infrastructure	3-3
3.2.4 Physical and Cultural Resources	3-4
3.2.5 Natural Resources	3-4
3.2.6 Other Comments.....	3-5
4.0 FUTURE PUBLIC INVOLVEMENT	4-1
Appendices:	
A Notice of Intent	
B Public Notice and Press Releases	
C Public Scoping Meeting Notices	
D Scoping Meeting Displays	
E Scoping Comments Matrix	
F Transcript of Public Scoping Meeting	
G Original Comment Documents	

Figures

	Page
1 Project Area Map	1-2
2 Display Advertisement Announcing the Public Scoping Meeting in the <i>Post and Courier</i>	2-3

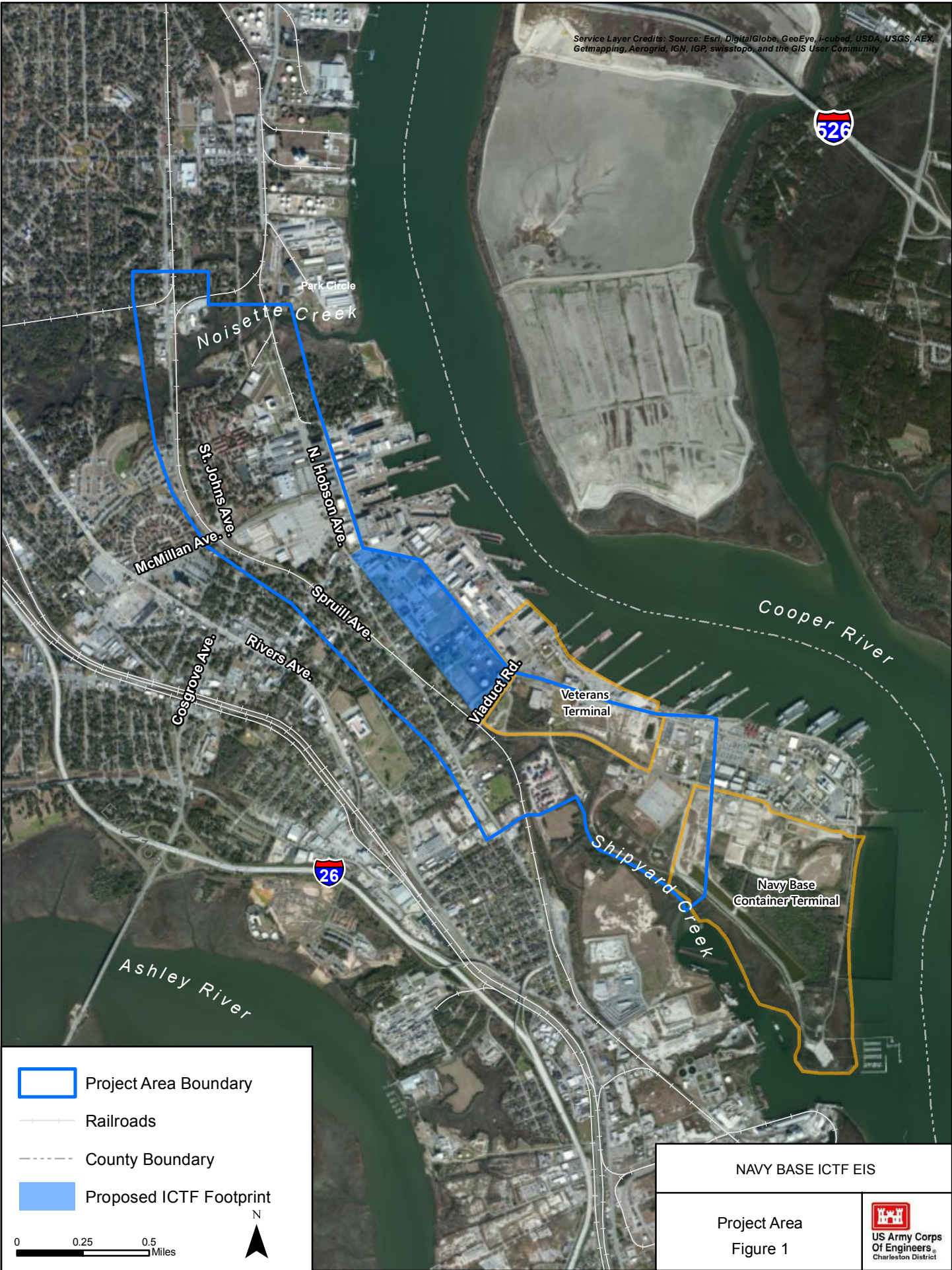
1.0 INTRODUCTION

The National Environmental Policy Act (NEPA) requires an early and open process for determining the scope of the issues to be addressed as part of the preparation of an Environmental Impact Statement (EIS). During this “NEPA scoping process,” the lead federal agency solicits agency and public input regarding issues to be considered in the EIS. Accordingly, the U.S. Army Corps of Engineers (Corps), Charleston District, initiated the public scoping process with the publication of the Notice of Intent (NOI) in the *Federal Register* on October 23, 2013. The EIS is intended to assess the potential social, economic, and environmental effects of the proposed construction and operation of an Intermodal Container Transfer Facility (ICTF) at the former Charleston Naval Complex (CNC). The Corps conducted a public scoping meeting on November 14, 2013, to solicit public and agency comments. Comments were received during the public scoping meeting (written and oral) and during the scoping period, which ended on December 14, 2013, through email, letters, and the project website (www.NavyBaseICTF.com).

The intent of the public scoping meeting and scoping period was to provide information to the public regarding the Proposed Project and provide a forum for input from the public that would help identify significant issues and data needs associated with the Corps’ evaluation of the proposed action, and assist in identifying other potential alternatives. The Corps will consider the information gathered during the scoping process to develop a reasonable range of alternatives that meet the project purpose, help develop the environmental analysis, and to address all potentially significant environmental effects of the Proposed Project. The results of the scoping process will be primary factors in determining the scope of the EIS. This scoping report contains a description of the proposed Navy Base ICTF EIS project (additional information is available in Appendix B), documents the Navy Base ICTF EIS scoping process, and summarizes the agency and public comments received during the scoping period.

1.1 PROJECT BACKGROUND

The Navy Base ICTF project, proposed by South Carolina Department of Commerce Division of Public Railways, dba Palmetto Railways (Palmetto Railways), would provide equal access to the two Class I rail carriers (CSX Transportation and Norfolk Southern Railway) that serve the Port of Charleston and various local businesses and industries. The proposed facility would be designed to accommodate existing and projected future growth of intermodal container activity within the region. Based on the currently available information and proposed design, the proposed ICTF would adversely impact approximately 6 acres of tidal salt marsh and other waters of the United States (waters of the U.S.) associated with Noisette Creek and Shipyard Creek. The EIS will assist the Corps in making a permit decision on a Department of the Army permit application. The project area is mapped in Figure 1.



The Proposed Project includes the placement of fill material in waters of the U.S. for the construction and operation of a 90-acre intermodal transfer facility, where containerized freight would be transferred between trucks and rail cars. This portion of the project would include processing and classification railroad tracks, wide span gantry cranes, container stacking areas, administrative and maintenance buildings, automated gate systems, and vehicle driving lanes. The current design has nearly 20,000 track feet of processing tracks and 30,000 track feet of classification tracks. In addition, approximately 42 acres of road and rail improvements would be required to operate the proposed ICTF.

2.0 SCOPING

2.1 PURPOSE OF SCOPING

Participation by the public, governmental agencies, tribes, and non-governmental organizations (NGOs) is critical to the NEPA process. The purpose of scoping under NEPA is to ensure participation of interested parties, such as Federal, State, Tribal, and local government agencies and officials, property owners, residents and other stakeholders to determine the scope of issues to be addressed and to identify the significant issues to be analyzed in depth related to the proposed action (40 CFR 1501.7). This participation is intended to help identify resource and other issues that are of critical importance to agencies and the public. This process also serves to deemphasize insignificant issues, narrowing the scope of the EIS process accordingly (40 CFR 1500.4(g)). Scoping results in the identification of the range of actions, alternatives, and impacts to be considered in the EIS (40 CFR 1508.25). Furthermore, the scoping process is intended to:

- Encourage interested parties to participate in the preparation of the Navy Base ICTF EIS project design and scope;
- Provide early public access to information about the proposed project;
- Solicit information and comments from interested parties; and
- Facilitate effective communication between the Corps and interested parties.

2.2 SCOPING PROCESS SUMMARY

The Corps has and will continue to offer opportunities for public participation and input via public and agency meetings, the scoping process, and review and comment of the EIS. Public coordination and input during the scoping process consisted of the following elements:

- Publishing a notice of intent in the *Federal Register* on October 23, 2013;
- Distributing a local public notice on October 25, 2013, that includes information about the Proposed Project, drawings that identify the layout and major components of the Proposed Project, and a meeting announcement with the date time, and location of the public scoping meeting;
- Preparing and launching a website on October 25, 2013, that describes the Proposed Project, the NEPA process, and provides opportunities for the public to submit comments and/or to add their name to the project mailing list;
- Publishing meeting announcements in local newspapers (*The Post and Courier* and *Charleston Chronicle*) and distributing a news release on November 10, 2013, to media outlets announcing the date, time, and location of the public scoping meeting;
- Developing a project mailing list using utility subscriber and property owner contact data to encourage adjacent property owners to learn more about the Proposed Project and to

participate in the development of the EIS. This mailing list will be maintained throughout the NEPA process and expanded to include people that request to be added to the mailing list;

- Based on their interest and potential involvement in permitting and/or funding the Proposed Project the Corps requested that the Environmental Protection Agency (EPA) and the Federal Railroad Administration participate in the development of the EIS as cooperating agencies;
- Holding a public scoping meeting to inform the public about the proposed action and to solicit verbal and written comments on the actions, alternatives, and impacts that the EIS should address;
- Reviewing and considering all comments received during the comment period from November 14, 2013, until December 14, 2013;
- Publishing the scoping report online at www.NavyBaseICTF.com.

2.3 PUBLIC NOTIFICATIONS

2.3.1 Notice of Intent

As described above, the Corps prepared a “Notice of Intent to Prepare a Draft Environmental Impact Statement (DEIS) for the Navy Base Intermodal Facility at the former Charleston Naval Complex (CNC) in North Charleston, South Carolina” that was published in the *Federal Register*, Volume 78, No. 205, on October 23, 2013. The *Federal Register* notice is included in Appendix A.

2.3.2 Public Notice

On October 25, 2013, approximately 450 state and federal agencies, elected officials, interest groups, and the general public were notified by email that a local Public Notice was available on either the Charleston District’s website or the ICTF project website. A hardcopy of the public notice is included in Appendix B. In addition, a letter was mailed to adjacent landowners and other interested parties (see Appendix C). The email and letter also provided information about the date, time, and location of the public scoping meeting and encouraged recipients to attend and offer their input. The purpose of the public notice was to inform state and federal agencies and other parties who might be interested or affected about the proposed action, and to announce the upcoming scoping meeting. As described above, the public notice is available for review at the following locations:

- Charleston District Web Site at www.sac.usace.army.mil under the “Get Public Notices” link at the top of the page and following the link at “SAC-2012-00960”;
- Navy Base ICTF EIS project website at www.NavyBaseICTF.com, under Document Library.

2.3.3 Meeting Announcements

Meeting Announcements that identified the date, time, and location of the public scoping meeting were published in the *Post and Courier* on November 3 and November 10, 2013 (see Figure 2), and in the *Charleston Chronicle* on November 6, 2013. Signs were also posted around the community and near the meeting venue announcing the meeting.



Figure 2. Meeting Announcement for the Public Scoping Meeting in the *Post and Courier*

2.3.4 Website

A Navy Base ICTF EIS website that contains project information as well as information about the NEPA process (www.NavyBaseICTF.com) has been developed for the project. The website provides an opportunity for the public to sign up for the project mailing list and to submit written comments throughout the preparation of the EIS. The website was launched on October 25, 2013.

2.4 AGENCY AND TRIBAL CONSULTATIONS

The Corps initiated agency and tribal consultations on October 25, 2013, by sending a hard copy of the public notice to Federal and State agencies and the Catawba Indian Nation.

In response to the public notice, letters were received from the U.S. Fish and Wildlife Service (USFWS), South Carolina Department of Health and Environmental Control (DHEC), City of North Charleston Housing Authority, and EPA.

2.5 PUBLIC SCOPING MEETING

A public scoping meeting was held at the Chicora School of Communications (former Ronald C. McNair Elementary School), 3795 Spruill Avenue, North Charleston, South Carolina 29405 on November 14, 2013. This venue was selected on the basis of convenience to the public in the primary region affected by the proposed action, its capacity, and accessibility. One hundred and one people signed in at the welcome station for the scoping meeting; however, several individuals elected not to sign the attendance sheet.

The meeting began with an informal open house from 5:00 P.M. to 7:00 P.M. Information stations with displays and handouts were available for viewing. Subject matter experts from the Corps, the third-party contractor (Atkins), and staff from Palmetto Railways were present to answer questions regarding the Proposed Project and NEPA process, and to solicit comments from the meeting participants. Poster boards were used to display information about the Proposed Project, potential environmental issues, and the NEPA process. Copies of these displays are provided in Appendix D. In addition, a welcome station and court reporter station were available to accept oral and written comments. Comment cards were available at several locations for attendees to fill out and submit during the meeting.

The District Engineer for the Charleston District, Lt. Col. John T. Litz began the formal part of the scoping meeting with a presentation at 7:00 P.M., and Mr. Jeff McWhorter, President and CEO of Palmetto Railways welcomed the attendees to the scoping meeting. The Corps project manager, Nathaniel I. Ball, described the Proposed Project, the NEPA process, a general timeline for the preparation of the Draft EIS, and opportunities for public involvement and comment provided during the NEPA process. Following the presentations, members of the public were invited to make oral comments in the presence of a court reporter. A total of 13 people made oral comments.

2.6 PUBLIC COMMENTS

The scoping comment period for the Proposed Project was from November 14, 2013, to December 14, 2013. Written comments were accepted at the public scoping meeting, via the Navy Base ICTF EIS website at www.NavyBaseICTF.com, and by U.S. mail, email, and fax. Please note that

comments will be accepted and considered throughout the NEPA process. This document includes comments that were received through December 30, 2013.

A transcript of the public scoping meeting is included as Appendix F. Copies of all original comment documents received from government agencies, non-governmental organizations, and private citizens are included as Appendix G.

3.0 COMMENT ANALYSIS

All scoping correspondence items with comments were reviewed and grouped according to one of three sources: public (including private citizens, citizen groups, private businesses, and non-governmental organizations [NGOs]), state agency, and federal agency. A summary of the scoping correspondence for each source is provided here.

Public

- Eight comment cards were received at the public scoping meeting, including a handout of talking points;
- Thirteen individuals made verbal comments at the public scoping meeting;
- Sixteen individuals submitted comments via the website (several emails from the website were followed up with attached letters on letterhead); and
- Four letters were received by U.S. mail from the public and organizations.

State Agencies

- Two letters were received by U.S. mail from state agencies.

Federal Agencies

- Two letters were received by U.S. mail from federal agencies.

Comments received after the preparation of this scoping report will be considered and addressed in the Draft EIS.

3.1 COMMENT COMPILATION

Each comment was reviewed and then sorted into 1 of 24 categories, most of which correspond to the resource categories to be evaluated in the EIS. The Scoping Comments Matrix, presented in Appendix E, identifies each of the 24 categories, and lists all of the public and agency comments associated with a particular category. The comment categories are listed below:

- General
- Public Involvement
- NEPA Process
- Alternatives/Project Design
- Socioeconomics
- Land Use
- Cultural Resources

- Health and Safety
- Air Quality
- Noise/Vibration
- Aesthetics/Visual Resources
- Traffic/Transportation
- Environmental Justice
- Soil
- Water Quality
- Flooding/Sea Level Rise
- Waters of the U.S.
- Wildlife
- Hazardous, Toxic, and Radioactive Waste (HTRW)
- Threatened and Endangered Species
- Essential Fish Habitat (EFH)
- Mitigation
- Coastal Zone Management(CZM)
- Cumulative Impacts

3.2 COMMENT SUMMARY/MAJOR ISSUES

This section summarizes comments received for each category identified in Section 3.1. The 24 categories above were grouped into 5 larger categories (NEPA, Socioeconomics, Land Use and Infrastructure, Physical and Cultural Resources, and Natural Resources) for the purpose of summarization. Comment summaries focus on the main issues addressed within each of the categories below. This section is not meant to be an all-inclusive summary of all of the comments included in Appendices E, F, and G. The intent of this scoping report is not to provide responses to comments received, but to document the comments and ensure relevant comments are addressed appropriately in the EIS. Additionally, comments were not corrected or modified in any way. Appendix G contains scans of original comments documents, grouped in the following order: Government Agencies, Private Citizens, Citizen Groups, Private Businesses, and NGOs. Appendix E summarizes the number of comments by category; however, the number of comments per category should not be interpreted as an expression of importance of that particular issue because many of the comments address several issues in one statement, and many of the concerns are expressed differently by various commenters. Following are summaries of the issues expressed in the comments received during the scoping period.

3.2.1 NEPA

Comments were received regarding NEPA-specific topics such as alternatives development, studies needed for the EIS, public, agency and other stakeholder involvement, and mitigation. Comments included an anticipation of both positive and negative impacts due to the project and suggested that additional studies may be warranted. Comments addressed opportunities for public and agency involvement, including potential cooperating agencies and stakeholder participation in the NEPA process. Concern was expressed that the Corps should consider “other reasonable courses of action” in alternative alignments and locations for all components of the ICTF, and that a thorough cumulative impacts analysis be included in the EIS (including long range transportation plans, air emissions, wetlands, environmental justice, etc.). A number of comments requested that mitigation efforts be undertaken for all resources impacted, including consideration of Noisette Creek as a possible place for wetland mitigation.

3.2.2 Socioeconomics

There were a number of comments that focused on socioeconomics. Concern was expressed that the project may negatively impact Environmental Justice communities in the area, particularly that the project would cause a decline in public health and safety resulting from environmental pollution and changes in transportation/traffic design and patterns. A request was made that the Corps identify Environmental Justice communities likely to be impacted by the Proposed Project, reach out to these communities, build upon existing relationships, and meaningfully engage Environmental Justice communities early within the NEPA process.

There were a number of comments that addressed economic impacts of the Proposed Project that relate to property values, character of the community, and job opportunities. Respondents expressed concern that property values and property acreages (because of encroachment of right-of-way) will decrease due to the project. Comments stated there will be significant negative impacts to the character of the community as a result of environmental pollution, increased traffic, loss of Sterret Hall (a popular, local recreation center), light pollution, and the impacts to the overall aesthetic quality of the area. Comments stressed the need for job opportunities during the construction and operation of the project and questioned whether blue collar jobs would be preserved. Comments also reflected positive impacts to the shipping industry and other types of freight-related transportation.

3.2.3 Land Use and Infrastructure

Comments relating to land use and infrastructure included traffic and transportation, land use, and zoning. Concern was expressed about an increase in traffic and change in traffic flow patterns leading to congestion, and associated health and safety issues. Concern was also raised about access to neighborhoods being blocked at various times, possibly preventing emergency and other vehicles from entering. Respondents stated that these issues would impact local businesses and/or

may result in a desire for tenants to relocate from the area. Comments regarding land use and zoning included changes in the surrounding land use from commercial/residential to industrial, and that covenants and restrictions originally planned for the area (i.e., the Noisette community development that did not materialize) no longer apply and will lead to a change in the character of the community. Comments also discussed the need for a change in zoning.

3.2.4 Physical and Cultural Resources

Key areas of concern related to physical resources include air quality, noise/vibration, soil, and hazardous, toxic, and radioactive waste (HTRW). A large number of comments were related to the potential air quality impacts of the Proposed Project. Concern was expressed about increased air pollution due to vehicle emissions during construction and operation of the project, especially impacts to sensitive receptors and Environmental Justice communities in the area. Several comments expressed concern that diseases such as asthma may increase as a result of increased air pollution, and that children would be especially susceptible. Comments requested that the Corps coordinate with DHEC regarding proper removal or abatement and eventual disposal of any source of asbestos, and potential effects to air quality that would be a result of infrastructure related to construction activities. Comments were received about the local nature of air toxicity impacts, and that toxic sources and potentially impacted populations should be identified so potential impacts of toxic emissions can be evaluated. It was recommended that analyses from previous and continuing projects such as the Charleston Harbor Deepening and Widening (Post 45) should be used to build a comprehensive air analysis. Another issue brought up during scoping was that mitigation measures to reduce emissions from the proposed project should be addressed in the EIS.

Many comments expressed concern that noise levels and vibrations will increase because of the increase in number of trains and maneuvers related to the Proposed Project. Comments questioned the type and location of mitigation that will be implemented for noise and vibration impacts. Concern was expressed regarding the possibility that noise levels may exceed the U.S. Department of Housing and Urban Development's (HUD) acceptable levels for healthy living, and as a result, the subsidies that allow low income persons to have Class "A" housing in the area would be impacted.

Regarding cultural resources, comments requested a full evaluation of historic structures by the State Historic Preservation Office (SHPO). Comments related to soil recommended an evaluation of baseline conditions and potential impacts on soil. Comments expressed concern that hazardous materials may be stored or transported through the area, and that proper disposal of waste and measures to prevent spills or leaks of hazardous materials should be considered in the project design and coordinated with DHEC Bureau of Land and Waste Management.

3.2.5 Natural Resources

A variety of comments were submitted with regard to water quality, flooding and sea level rise, waters of the U.S., wildlife, threatened and endangered species, essential fish habitat, and coastal

zone consistency management. Comments stated that an evaluation of baseline conditions and potential impacts on water quality needs to be performed, that water quality associated with Quitman's Marsh needs to be protected, and that information regarding stormwater discharges is needed in order to ensure compliance with Section 401 of the Clean Water Act (DHEC water quality certification).

Several comments expressed concern that environmental impacts associated with the project may be exacerbated when combined with storm events and flooding. Others commented that the project provides an opportunity to help mitigate the effects of flooding due to future sea level rise and severe weather events.

Concern was expressed about impacts to wetlands/waters of the U.S. and the effect that would have on wildlife. Comments requested coordination with DHEC for a State Critical Area Permit and coastal zone consistency determination because the project is proposed to have impacts to tidally influenced wetlands. Other comments noted that efforts should be taken to avoid or minimize impacts to wetlands (specifically the two wetlands within the Drayage Road right-of-way) in order to benefit existing waterbird colonies. With regards to threatened and endangered species, comments requested that (1) the project should avoid bridge construction during the period when the federally endangered shortnose and/or Atlantic sturgeon potentially use this estuarine area to overwinter, (2) construction activities should be avoided during nesting season in areas with suitable habitat for the state threatened least tern, and (3) that information concerning potential "At-Risk-Species" as well as protected trust resources (websites provided by USFWS) should be considered during project planning, construction, and operation.

3.2.6 Other Comments

There were many additional comments that addressed other issues and concerns that are not summarized above. Appendix E provides a more-detailed list of all comments, and Appendix G provides scanned copies of all original comment documents.

4.0 FUTURE PUBLIC INVOLVEMENT

Opportunities for future public involvement and comment will be provided throughout the development of the EIS. We anticipate that other community and stakeholder meetings will be scheduled once the findings of the various environmental analyses are available. In addition, there will be a 45-day public review period and a public hearing for the Draft EIS, and a 30-day review period for the Final EIS.

In accordance with NEPA, a Notice of Availability will be published in the *Federal Register* for both the Draft EIS and the Final EIS. In addition, the Charleston District will forward local Public Notices to our email list and the project mailing list and will publish meeting announcements in local newspapers. Notice will also be sent to those included on the mailing list. A number of other opportunities for public involvement, awareness, and participation will be available including project website updates, other formal and informal meetings with interested stakeholders, inter-agency meetings, and newsletters.

Appendix A

Notice of Intent

will be available at <http://www.ntia.doc.gov/category/firstnet>.

Dated: October 18, 2013.

Kathy D. Smith,
*Chief Counsel, National Telecommunications
 and Information Administration.*

[FR Doc. 2013-24800 Filed 10-22-13; 8:45 am]

BILLING CODE 3510-60-P

DEPARTMENT OF DEFENSE

Office of the Secretary

Defense Business Board; Notice of Federal Advisory Committee Meeting; Cancellation

AGENCY: Department of Defense.

ACTION: Meeting notice; cancellation.

SUMMARY: On Monday, September 23, 2013 (78 FR 58290-58291), the Department of Defense published a notice announcing a meeting of the Defense Business Board (DBB), which was scheduled for Thursday, October 17, 2013. This notice announces the cancellation of the October 17, 2013 meeting. Due to the lapse of appropriations, the scheduled DBB meeting on October 17, 2013 is cancelled. Due to the government shutdown, this notice of meeting cancellation could not be published before the date of the meeting that is now cancelled.

FOR FURTHER INFORMATION CONTACT: Ms. Phyllis Ferguson,
Phyllis.L.Ferguson2.civ@mail.mil, 703-695-7563 or Ms. Debora Duffy,
Debora.K.Duffy.civ@mail.mil, (703) 697-2168.

SUPPLEMENTARY INFORMATION:

Meeting Announcement: Due to the lapse of appropriations, the Department of Defense cancelled the meeting of the Defense Business Board on October 17, 2013. As a result, the Department of Defense was unable to provide appropriate notification as required by 41 CFR 102-3.150(a). Therefore, the Advisory Committee Management Officer for the Department of Defense, pursuant to 41 CFR 102-3.150(b), waives the 15-calendar day notification requirement.

Dated: October 17, 2013.

Aaron Siegel,
*Alternate OSD Federal Register Liaison
 Officer, Department of Defense.*

[FR Doc. 2013-24719 Filed 10-22-13; 8:45 am]

BILLING CODE 5001-06-P

DEPARTMENT OF DEFENSE

Office of the Secretary

Meetings of the National Commission on the Structure of the Air Force; Cancellation of October 1, 2013, October 4, 2013 and October 9, 2013 Meetings

AGENCY: Director of Administration and Management, DoD.

ACTION: Notice of Advisory Committee Meeting; Cancellation.

SUMMARY: On Thursday, September 12, 2013 (78 FR 56219-56220), the Department of Defense published a notice announcing an October 1, 2013 meeting of the National Commission on the Structure of the Air Force in Bossier City, Louisiana. On Thursday, September 26, 2013 (78 FR 59343-59344), the Department of Defense published a notice announcing an October 4, 2013 meeting of the National Commission on the Structure of the Air Force in Colorado Springs, Colorado. On October 3, 2013 (78 FR 61342-61343), the Department of Defense published a notice announcing an October 9, 2013 meeting of the National Commission on the Structure of the Air Force in Chicopee, Massachusetts. Under the provisions of the Federal Advisory Committee Act of 1972 (5 U.S.C., Appendix, as amended), and the Government in the Sunshine Act of 1976 (5 U.S.C. 552b, as amended), this notice announces that the National Commission on the Structure of the Air Force meetings scheduled for Tuesday, October 1, Friday, October 4, 2013 and Wednesday, October 9, 2013 were cancelled due to the government shutdown.

FOR FURTHER INFORMATION CONTACT: Mrs. Marcia Moore, Designated Federal Officer, National Commission on the Structure of the Air Force, 1950 Defense Pentagon Room 3A874, Washington, DC 20301-1950. Email: *marcia.l.moore12.civ@mail.mil*. Desk (703) 545-9113. Facsimile (703) 692-5625.

SUPPLEMENTARY INFORMATION:

Meeting Announcement: Due to the lapse of appropriations, the Department of Defense cancelled the meetings of the National Commission on the Structure of the Air Force on October 1, 4, and 9 of 2013. As a result, the Department of Defense was unable to provide appropriate notification as required by 41 CFR 102-3.150(a). Therefore, the Advisory Committee Management Officer for the Department of Defense, pursuant to 41 CFR 102-3.150(b),

waives the 15-calendar day notification requirement.

Dated: October 18, 2013.

Aaron Siegel,
*Alternate OSD Federal Register Liaison
 Officer, Department of Defense.*

[FR Doc. 2013-24788 Filed 10-22-13; 8:45 am]

BILLING CODE 5001-06-P

DEPARTMENT OF DEFENSE

Department of the Army; Corps of Engineers

Intent To Prepare a Draft Environmental Impact Statement (DEIS) for the Navy Base Intermodal Facility at the former Charleston Naval Complex (CNC) in North Charleston, South Carolina

AGENCY: U.S. Army Corps of Engineers,
 Department of the Army

ACTION: Notice of Intent.

SUMMARY: The U.S. Army Corps of Engineers (Corps), Charleston District intends to prepare a Draft Environmental Impact Statement (DEIS) to assess the potential social, economic, and environmental effects of the proposed construction and operation of an intermodal container transfer facility (ICTF) by the South Carolina Department of Commerce Division of Public Railways d/b/a Palmetto Railways (Palmetto Railways). The DEIS will assess potential effects of a range of alternatives, including the proposed alternative.

DATES: *Public Scoping Meeting:* A public scoping meeting is planned for Thursday, November 14, 2013 beginning at 5:30 p.m. EDT at the Chicora School of Communications, 3795 Spruill Avenue, North Charleston, South Carolina, 29405. An open house will be held from 5:30-7 p.m. The formal scoping meeting will be held from 7-9 p.m. Individuals and organizations that are interested in the proposed activity or whose interests may be affected by the proposed work are encouraged to attend the Scoping Meeting and to submit written comments to the Corps.

FOR FURTHER INFORMATION CONTACT: For further information and/or questions about the proposed project and DEIS, please contact Mr. Nathaniel Ball, Corps Project Manager, by telephone: 843-329-8044 or toll-free 1-866-329-8187, or by mail: Mr. Nathaniel I. Ball, U.S. Army Corps of Engineers, 69-A Hagood Avenue, Charleston, South Carolina 29403. For inquiries from the media, please contact the Corps, Charleston District Corporate Communication

Officer (CCO), Ms. Glenn Jeffries by telephone: 843-329-8123.

SUPPLEMENTARY INFORMATION: The Corps is evaluating a proposal from Palmetto Railways in accordance with Corps regulations and the policies and procedures that are established in the National Environmental Policy Act (NEPA). Based on the available information, the Corps has determined that the Proposed Navy Base Intermodal Facility has the potential to significantly affect the quality of the human environment and therefore warrants the preparation of an EIS. Additional information about the proposed project and the NEPA process is available on the project Web site at: www.navybaseictf.com.

1. *Description of the Proposed Project.* Palmetto Railways currently provides rail services to Union Pier Terminal, Columbus Street Terminal, Veterans Terminal, and North Charleston Terminal and various private industries in the region. Palmetto Railways has proposed to construct and operate an ICTF on a 90-acre site at the former CNC. The proposed ICTF would provide equal access to both Class I railroads serving Charleston, South Carolina: CSX Transportation (CSX) and Norfolk Southern Railway (NS). The ICTF would be a state-of-the-art intermodal terminal that would utilize sustainable intermodal terminal technologies. The proposed ICTF is being designed to accommodate existing intermodal rail traffic and anticipated future growth associated with the Port of Charleston. Components of the ICTF would include conventional terminal components such as high-mast lighting, rail or rubber-tired mounted container cranes, and terminal hostlers. Further, it is anticipated that the development of the ICTF will encourage the development of freight-related facilities adjacent to the ICTF that would include warehousing and distribution facilities, as well as transloading and other freight-related industrial facilities.

2. *Alternatives.* A range of alternatives to the proposed action will be identified, and those found to be reasonable alternatives will be fully evaluated in the DEIS, including: the no-action alternative, the applicant's proposed alternative, alternatives that may result in avoidance and minimization of impacts, and mitigation measures not in the proposed action; however, this list is not exclusive and additional alternatives may be considered for inclusion.

3. *Scoping and Public Involvement Process.* A scoping meeting will be conducted to gather information on the

scope of the project and alternatives to be addressed in the DEIS. Additional public and agency involvement will be sought through the implementation of a public involvement plan and through an agency coordination team.

4. *Significant issues.* Issues and potential impacts associated with the proposed project that are likely to be given detailed analysis in the DEIS include, but are not necessarily limited to: existing transportation infrastructure (roadways and railways), waters of the United States, air quality, noise, light, environmental justice, economics, visual resources/aesthetics, general environmental concerns, historic properties, fish and wildlife values, Federally-listed threatened or endangered species, flood hazards, flood plain values, land use, recreation, water quality, hazardous waste and materials, socioeconomic, safety, and in general, the needs and welfare of the people.

5. *Additional Review and Consultation.* Additional review and consultation, which will be incorporated into the preparation of this DEIS, will include, but will not necessarily be limited to, Section 401 of the Clean Water Act; Essential Fish Habitat (EFH) consultation requirements of the Magnuson-Stevens Fishery Conservation and Management Act; the National Environmental Policy Act; the Endangered Species Act; and the National Historic Preservation Act.

6. *Availability of the Draft EIS.* The Corps expects the DEIS to be made available to the public in late fall/winter 2014. A Public Hearing will be held during the public comment period for the DEIS.

John T. Litz,

Lieutenant Colonel, U.S. Army Corps of Engineers, Charleston District.

[FR Doc. 2013-24736 Filed 10-22-13; 8:45 am]

BILLING CODE 3720-58-P

DEPARTMENT OF EDUCATION

Integrated Postsecondary Education Data System (IPEDS) 2013-2016; Extension of Public Comment Period; Correction

AGENCY: Department of Education.

ACTION: Correction notice.

SUMMARY: On October 2, 2013, the U.S. Department of Education published a 30-day comment period notice in the *Federal Register* (Page 60864, Column 2) seeking public comment for an information collection entitled, "Integrated Postsecondary Education Data System (IPEDS) 2013-2016". The

comment period for this information collection request has been extended to November 14, 2013.

The Acting Director, Information Collection Clearance Division, Privacy, Information and Records Management Services, Office of Management, hereby issues a correction notice as required by the Paperwork Reduction Act of 1995.

Dated: October 18, 2013.

Stephanie Valentine,

Acting Director, Information Collection Clearance Division, Privacy, Information and Records Management Services, Office of Management.

[FR Doc. 2013-24808 Filed 10-22-13; 8:45 am]

BILLING CODE 4000-01-P

DEPARTMENT OF ENERGY

Biological and Environmental Research Advisory Committee

AGENCY: Office of Science, Department of Energy.

ACTION: Notice of open meeting.

SUMMARY: This notice announces a meeting of the Biological and Environmental Research Advisory Committee (BERAC). The Federal Advisory Committee Act (Pub. L. 92-463, 86 Stat. 770) requires that public notice of these meetings be announced in the *Federal Register*.

DATES: Monday, October 28, 2013; 9:00 a.m.-5:15 p.m.

Tuesday, October 29, 2013; 8:30 a.m.-12:15 p.m.

ADDRESSES: Hilton Washington DC/ Rockville Hotel & Executive Meeting Center, 1750 Rockville Pike, Rockville, MD 20852.

FOR FURTHER INFORMATION CONTACT: Dr. David Thomassen, Designated Federal Officer, BERAC, U.S. Department of Energy, Office of Science, Office of Biological and Environmental Research, SC-23/Germantown Building, 1000 Independence Avenue SW., Washington, DC 20585-1290. Telephone (301) 903-9817; fax (301) 903-5051 or email: david.thomassen@science.doe.gov. The most current information concerning this meeting can be found on the Web site: <http://science.energy.gov/ber/berac/meetings>.

SUPPLEMENTARY INFORMATION:

Purpose of the Meeting: To provide advice on a continuing basis to the Director, Office of Science of the Department of Energy, on the many complex scientific and technical issues that arise in the development and implementation of the Biological and Environmental Research Program.

Appendix B

Public Notice and Press Releases

Public Notice
October 25, 2013
U.S. Army Corps of Engineers
Charleston District

**Notice of Intent to Prepare a Draft Environmental Impact Statement for the
Proposed Navy Base Intermodal Facility at the former Charleston Naval Complex, North
Charleston, South Carolina, and Notice of Scoping Meeting, P/N SAC 2012-00960**

The South Carolina Department of Commerce Division of Public Railways d/b/a Palmetto Railways (Palmetto Railways) has submitted a proposal to construct a state-of-the-art Intermodal Container Transfer Facility (ICTF) at the former Charleston Naval Complex (CNC). The proposed ICTF will provide equal access to the Class I railroads: CSX Transportation and Norfolk Southern Railway that serve the Port of Charleston and various local businesses and industries. The proposed facility will be designed to accommodate future intermodal growth within the region.

Based on the available information, the proposed Intermodal Facility will adversely impact approximately 6.1 acres of tidal salt marsh and other waters of the United States associated with Noisette Creek and Shipyard Creek. Therefore, a Department of the Army permit will be required to develop the project site. In addition, the U.S. Army Corps of Engineers, Charleston District (Corps) has determined that the construction and operation of the proposed ICTF has the potential to significantly affect the quality of the human environment and therefore warrants the preparation of an Environmental Impact Statement (EIS).

In accordance with the National Environmental Policy Act (NEPA), a Notice of Intent was published in the Federal Register on Wednesday, October 23, 2013. The purpose of the Notice of Intent is to inform the public that the Corps is preparing an EIS and to announce the location and time of the Public Scoping Meeting. However, to ensure that all interested parties are notified, this local public notice is also being issued to announce a Public Scoping Meeting on Thursday, November 14, 2013.

WHAT	Public Scoping Meeting
WHEN	Thursday, November 14, 2013 Meeting Format: Open House 5:30-7:00 PM Formal Meeting 7:00-9:00 PM
WHERE	Chicora School of Communications (former Ronald C. McNair Elementary School) 3795 Spruill Avenue North Charleston, South Carolina 29405 Map directions to the meeting location are included in Attachment B
WHY	The Corps requests input and comments from the public in order to evaluate the Navy Base Intermodal Facility in a DEIS
COMMENT DEADLINE	December 14, 2013 (30 days after the Public Scoping Meeting)

Background: Palmetto Railways submitted a request to initiate the NEPA process for the proposed Intermodal Facility on March 11, 2013. NEPA and the Corps' regulations provide for the use of third party contracts in the preparation of an EIS. The term "third party contract" refers to a contractor that is paid by the applicant, but selected by (and ultimately responsible for NEPA compliance to) the Federal

agency responsible for the preparation of the EIS. Therefore, Palmetto Railways issued a Request for Proposals, and the Corps and Palmetto Railways selected Atkins North America, Inc. to assist the Corps with the preparation of the EIS for the proposed project.

NEPA is the “basic national charter for protection of the environment” and it contains provisions that require Federal agencies (the Corps in this case) to integrate environmental values into their decision-making processes by considering the environmental impacts of their proposed actions, and reasonable alternatives to those actions. One of the basic tenets of these regulations is that comprehensive information is made available to public officials and citizens before decisions are made or actions are taken. This information must be of high quality and must contain accurate scientific analysis which is normally documented in an Environmental Assessment (EA), or a more detailed document entitled an EIS. Both of these documents must identify and evaluate the issues that are significant in relation to the action in question. Essential to the completion of the NEPA process are expert agency comments and public input. The purpose of the NEPA process is to help public officials (in this case the Corps) to make informed decisions that are based on an understanding of the environmental consequences and the alternatives available, and to take actions that protect, restore, and enhance the environment.

As indicated above, the Corps has determined that an EIS is required for the proposed Navy Base Intermodal Facility at the former CNC. The EIS will be prepared in two stages, a Draft EIS (DEIS) and a Final EIS (FEIS). Both of these documents will be circulated for public comment and a Public Hearing will be held following the circulation of the DEIS. Ultimately, when the Corps is prepared to make a final decision on the application, the agency will prepare a Record of Decision (ROD).

Scoping: One of the first ways that the public can participate in the NEPA process is called scoping. Scoping is an early and open process for determining the types and range of issues and alternatives to be addressed in the EIS, and for identifying the significant issues related to the proposed action.

In order to ensure that the public and interested stakeholders have an opportunity to provide input, the Corps will hold a Public Scoping Meeting. The purpose of the Public Scoping Meeting is for the public and interested stakeholders to provide input to the Corps on the type and range of issues to be addressed in the EIS, to identify the potential social, economic, and environmental impacts related to the proposed project, and to identify potential alternatives to the proposed project. This meeting is not a Public Hearing nor is it the proper forum to express broad-ranging opinions either for or against the proposed project.

As previously stated, the public’s input is essential to the NEPA process in identifying significant issues, offering relevant information based on personal experience or knowledge, and providing assistance in defining the scope of the EIS. Upon arrival at the Public Scoping Meeting, each attendee will be asked to sign in and indicate whether they would like to make a formal statement at the meeting for the project record. In addition, attendees are welcome to bring written comments or to complete a comment form, which will be provided at the meeting. Written comments will be accepted at the meeting or up to 30 days after the date of the meeting, in this case December 14, 2013. Information on how to submit written comments will be provided at the meeting and below in this Public Notice. Attendees will also be asked if they would like to be included on the Corps mailing list for future project updates and information.

How can you assist the Corps in complying with the letter and spirit of NEPA and be an active participant in the NEPA process?

At the meeting, you are encouraged to offer your input on the issues you think should be evaluated in the EIS. The following topics may help you identify the issues important to you:

- What are the potential impacts of the proposed project?
- What is the scope of the EIS?
- Are there potential alternative locations, layouts, or construction methods available that may have fewer impacts to the public or the environment?
- In what ways do you see the proposed project affecting you, your community, and/or the environment?
- Are there methods of communication, which the Corps has not considered, that could keep you better informed about the proposed project or the NEPA process?
- What criteria should the Corps use to choose which alternatives should be fully assessed in the EIS?

NOTE: So that the Corps can hear everyone who wants to provide their input at the Public Scoping Meeting, a time limit will be placed on each speaker. Therefore, if you will be providing oral comments, it is essential that they are concise to ensure that you are able to provide the input that you deem important. Written comments will also be accepted by the Corps through December 14, 2013.

Existing Information. In order to assist you in providing the Corps with your comments and input during the scoping process, the latest information about the proposed project is provided.

1. **Proposed Project.** According to Palmetto Railways, there are two existing intermodal terminals in the Charleston Region that are operated by the Class I railroads: CSX Transportation (CSX) and Norfolk Southern Railway (NS). Both terminals operate at high volumes today and are at or near their sustainable throughput capacity. The proposed Navy Base Intermodal Facility project is being designed to accommodate existing intermodal rail traffic and projected intermodal growth associated with the Port of Charleston and local businesses and industries.

The proposed project includes the construction and operation of a 90-acre Intermodal Facility where containerized freight will be transferred between trucks and rail cars. This portion of the project will include storage and processing railroad tracks, wide span gantry cranes, container stacking areas, administrative and maintenance buildings, automated gate systems, and vehicle driving lanes. The current design has nearly 20,000 track feet of processing tracks and 30,000 track feet of classification tracks.

In addition, approximately 42-acres of road and rail improvements will be required to operate the proposed ICTF. As shown in Attachment A- Exhibit 1, CSX will access the proposed ICTF from the west and NS will access the proposed project from the east along the Bexley Street Corridor. Although the majority of the rail right-of-way exists today, additional right-of-way will need to

acquired and new at-grade crossings will need to be constructed near the intersection of Spruill Avenue and Aragon Street to provide access from the west and to allow locomotives and railway equipment to be turned around.

Exhibit 2 shows proposed improvements to an existing rail right-of-way that is located adjacent to Spruill Avenue and an existing rail trestle that crosses Noisette Creek. Near the intersection of Spruill Avenue and McMillan Avenue, two new rail lines will provide access to the proposed ICTF. In order to avoid and minimize potential impacts associated with a new at-grade rail crossing, a cul-de-sac will be constructed at the southern end of St. Johns Avenue and the portion of McMillan Avenue between Spruill Avenue and Noisette Boulevard will be closed. The portion of Cosgrove Avenue that is located east of Spruill Avenue will be realigned and a flyover will be constructed over the new rail lines to provide future roadway access between Spruill Avenue and North Hobson Avenue.

Exhibit 5 shows proposed improvements to the existing Viaduct Road flyover and the relocation of a portion of Bainbridge Avenue. The bottom elevation of the Viaduct Road flyover will be increased to accommodate double-stack intermodal rail cars similar to the new Cosgrove Avenue flyover. The relocation of Bainbridge Avenue will provide more efficient access to and from Spruill Avenue and from Interstate 26 once the new Port Access Road is constructed. Exhibit 6 shows the location of a limited access, private drayage road that would allow the direct transfer of containers to and from the proposed ICTF and the new Navy Base Marine Container Terminal. If constructed, this roadway would reduce the total number of trucks entering and exiting the new port facility using the Port Access Road.

2. **Issues.** Issues and potential impacts associated with the proposed project that are likely to be given detailed analysis in the DEIS include, but are not necessarily limited to: transportation infrastructure (roadways and railways), waters of the United States, air quality, noise, light, environmental justice, socioeconomic, visual resources/aesthetics, cultural resources, biological resources including Federally listed threatened or endangered species, land use, water quality, and hazardous waste and materials.
3. **Alternatives.** The alternatives analysis “is the heart of the EIS,” which is quoted directly from NEPA regulations. The Corps must evaluate reasonable and practicable alternatives to the project as proposed by Palmetto Railways that will avoid and/or minimize effects on the quality of the human environment. By definition, “*Reasonable*” alternatives are those that are practical or feasible from the technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant. “*Practicable*” alternatives are those that are available and capable of being done after taking into consideration cost, existing technology, and logistics in light of overall project purposes.

When determining which alternatives to the applicant’s proposal should be rigorously explored and objectively evaluated in the EIS, the Corps will assess at least the following for comparison against the applicant’s proposed alternative:

- No Action,
- Alternatives that may result in avoidance and/or minimization of impacts to waters of the U.S., and
- Mitigation measures not in the proposed action.

The “No Action” alternative means that the proposed activity would not take place. This alternative is used to compare the effects of the proposed project to what would occur if the proposed project were not constructed. Keep in mind that the effects from the proposed project will not be compared to conditions that exist today; the effects will be compared to the projected future conditions. Therefore, a specific period of time in the future will be chosen and projections will be made on what the conditions will be at that time and that is what will be used to compare the proposed project’s effects under the “No Action” alternative.

Of course, every possible alternative cannot be rigorously explored in the EIS. Therefore, the Corps will use a process and evaluation criteria to identify a set of alternatives that represent a range of reasonable, practicable alternatives to be examined in detail in the EIS. Your input on what those criteria should be is requested as part of the scoping process.

4. **Scope.** The scope of the EIS is a term used to define the range of actions, alternatives, and impacts to be considered in an EIS, which evaluates an applicant’s permit application and proposed action. There are three types of actions, alternatives, and types of impacts that the Corps must consider in determining the “scope” of an EIS.

Three (3) types of Actions:

- Connected – closely related
- Cumulative – viewed with other proposed actions
- Similar – common timing or geography

Three (3) types of Alternatives:

- No Action
- Other reasonable courses of action to achieve the project purpose (driven by purpose and need)
- Mitigation Measures (not in the proposed action)

Three (3) primary types of Impacts:

- Direct – caused by the action and occurs at the same time and place
- Indirect – caused by the action but are later in time or removed in distance, but are still reasonably foreseeable
- Cumulative – additive effects impacting the same resource, but may be caused by different projects

Public Outreach Program. The Corps wants you to remain involved throughout the NEPA process. At present, the following methods are planned to keep you informed and get your input. Therefore, please remember to let the Corps representatives know at the Public Scoping Meeting and/or in your written

comments, the method by which you prefer to obtain information and provide input during the process. Also please be sure to sign in at the Scoping Meeting to ensure that the Corps has your contact information for future project updates and information.

- A) *Project Website:* www.NavyBaseICTF.com. Information and updates on the project will be available on the project website. Frequently Asked Questions (FAQ), descriptions of the proposed project, explanation of terminology, project status, maps, project schedule, meeting announcements, directions to meeting locations, and an overview of the NEPA process are examples of the information that will be available at the project website. Visitors to the website will also be able to register for the project mailing list, sign up for an e-mail notification system, request copies of documents, and submit comments via a standard comment form.
- B) *Public Meetings and Workshops:* If you are a representative of a group or organization that you believe is a stakeholder in the proposed project, please introduce yourself to a Corps representative at the Public Scoping Meeting and/or through written comments following the Meeting. Currently, it is planned that future public meetings and/or hearings will be announced on the project website and through the mailing list.
- C) *Project Updates:* Project Updates will be distributed at certain milestones during the NEPA process in order to update the public on the status of the EIS and the Corps decision-making process. The Project Updates will feature a project status update, articles explaining aspects of NEPA, and updates on studies being performed for the EIS evaluation.
- D) *Special Need:* Should you have special needs (e.g., hearing impaired, language), please contact the Corps at least seven (7) days prior to the Public Scoping Meeting by calling (843) 329-8044 or toll free at (866) 329-8187, or at the mailing address below.

Additional Review and Consultation. Additional review and consultation, which will be incorporated into the preparation of the DEIS, will include, but will not necessarily be limited to, Section 401 of the Clean Water Act; Essential Fish Habitat (EFH) consultation requirements of the Magnuson-Stevens Fishery Conservation and Management Act; the Endangered Species Act; and the National Historic Preservation Act.

Contact Information. For further information and/or questions about the proposed project, please contact Mr. Nathaniel I. Ball, Corps Project Manager, by telephone: 843-329-8044 or toll free at 1-866-329-8187, or by mail at the address provided below. The Corps respectfully requests that comments regarding the proposed Navy Base Intermodal Facility project and the NEPA process be submitted in one of the following ways:

1. Public Scoping Meeting – November 14, 2013
2. Written comments submitted by December 14, 2013 (during public scoping period):

U.S. Army Corps of Engineers, Charleston District
c/o Nathaniel I. Ball, Special Projects Branch
69-A Hagood Avenue
Charleston, South Carolina 29403

3. Project website – www.NavyBaseICTF.com

4. Project email – www.comments@navybaseictf.com

Using one or more of these methods will ensure that your comments are made a part of the Corps' formal record. For inquiries from the media, please contact the Corps, Charleston District Corporate Communications Officer (CCO), Ms. Glenn Jeffries by telephone: 843-329-8123.

Nathaniel I. Ball
U.S. Army Corps of Engineers
69-A Hagood Avenue
Charleston, South Carolina 29403

Attachment A: Map of Proposed Project

VICINITY MAP



KEY MAP

CDM
Smith

TranSystems



Navy Base
Intermodal
Facility

LEGEND

- NEW RAIL
- INTERMODAL YARD/
TRANSFER FACILITY

**Navy Base Intermodal
Facility**

October 2013

0 1600
SCALE IN FEET



Exhibit 1

CDM
Smith

TranSystems

Existing
At-Grade
Crossing

Active
CSX
Rail

GLENSHAW ST.

OAKWOOD
ST.

AVE.

BEXLEY

BEXLEY
ST.

Active CSX
Rail

NCTC Connection
for Local Traffic

To/From
NS

ARAGON ST.

To/From
CSX

Tidal
Salt Marsh

New At-Grade
Crossings

Tidal
Salt Marsh

Tidal
Salt Marsh

Creek

Nolsette

Tidal
Salt Marsh

LEGEND

- EXISTING CSX R.O.W.
- EXISTING NCTC R.O.W.
- NEW R.O.W.
- NEW RAIL



Navy Base Intermodal
Facility

October 2013

0 200
SCALE IN FEET

Exhibit 2

CDM
Smith

TranSystems



SPRUILL
AVENUE

2a

2b

SPRUILL
AVENUE

Tidal
Salt Marsh

Noisette
Creek

Tidal
Salt Marsh

Tidal
Salt Marsh

Creek

Noisette

Tidal
Salt Marsh

Tidal
Salt Marsh

Noisette Creek
Rail Trestle
Improvements

LEGEND

- EXISTING CSX R.O.W.
- NEW R.O.W.
- PROPOSED RAILWAY BRIDGE
- NEW RAIL

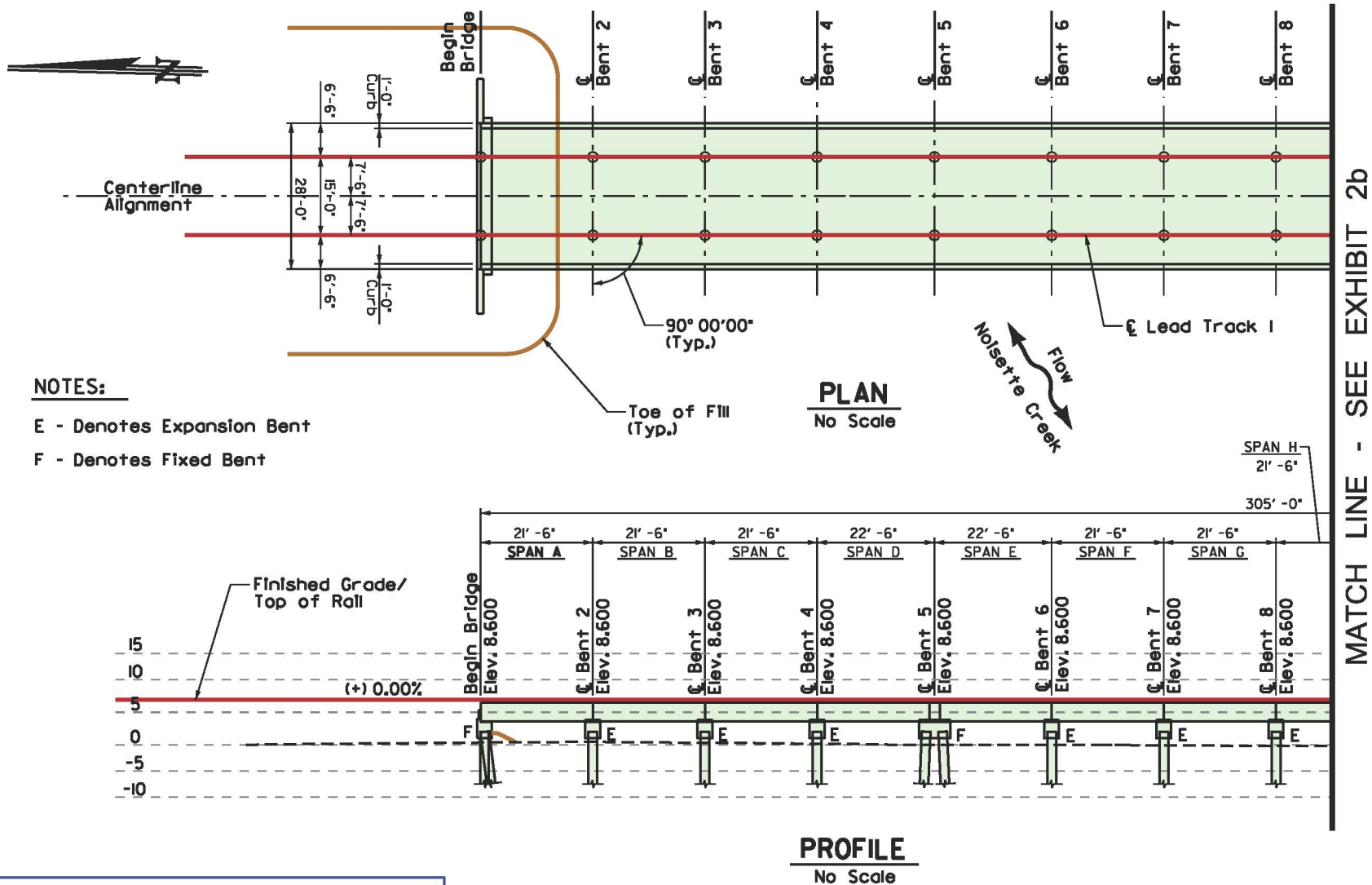


Navy Base Intermodal
Facility

October 2013

0 100
SCALE IN FEET

OHEAR
AVE.



Navy Base Intermodal Facility

October 2013

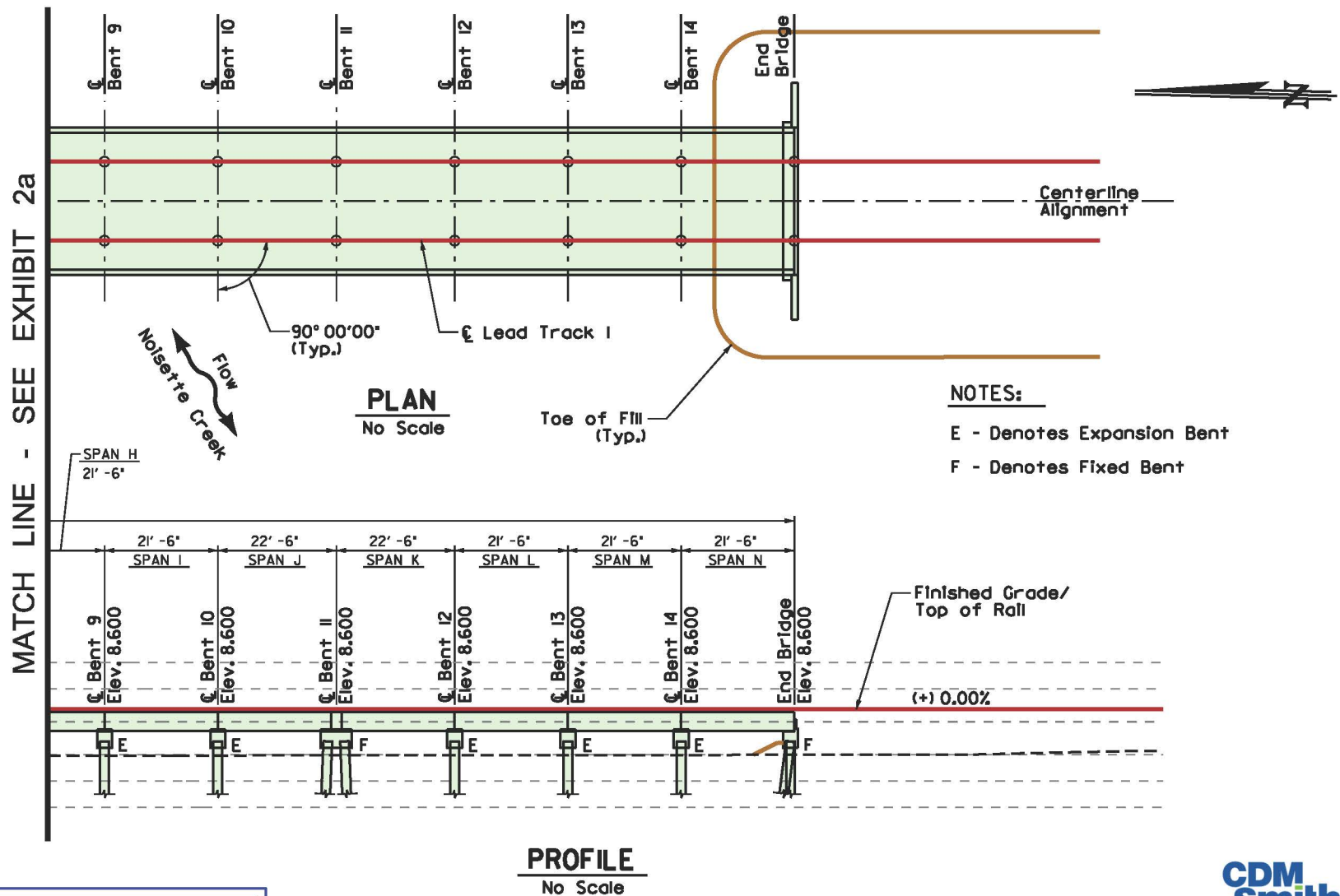
Noisette Creek Rail Trestle Plan and Profile

Not to Scale

Sheet 1 of 2



Exhibit 2a



Navy Base Intermodal
Facility

October 2013

Noisette Creek Rail Trestle Plan and Profile

Not to Scale

Sheet 2 of 2

CDM
Smith

TranSystems

Exhibit 2b



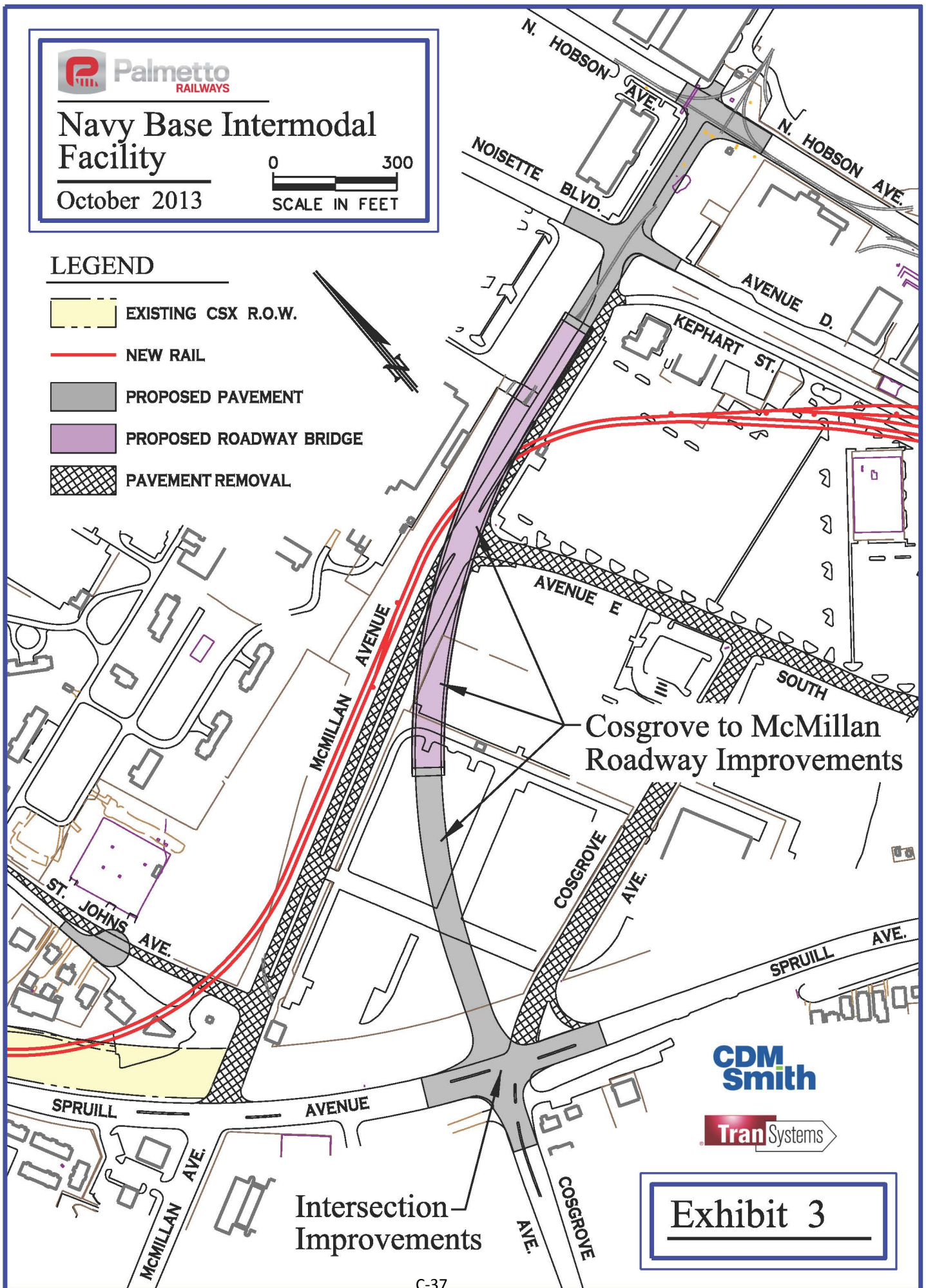
Navy Base Intermodal Facility

October 2013

0 300
SCALE IN FEET

LEGEND

- EXISTING CSX R.O.W.
- NEW RAIL
- PROPOSED PAVEMENT
- PROPOSED ROADWAY BRIDGE
- PAVEMENT REMOVAL



CDM
Smith

TranSystems

Exhibit 3

Exhibit 4

LEGEND

- NEW RAIL
- INTERMODAL YARD/TRANSFER FACILITY
- PROPOSED PAVEMENT
- PROPOSED ROADWAY BRIDGE
- PAVEMENT REMOVAL

Navy Base
Intermodal
Facility

Drayage
Road

Wetland Area
Impact = 0.24 Acre

CDM
Smith

TranSystems

Palmetto
RAILWAYS

Navy Base Intermodal
Facility

October 2013

0 400
SCALE IN FEET



Navy Base Intermodal Facility

October 2013

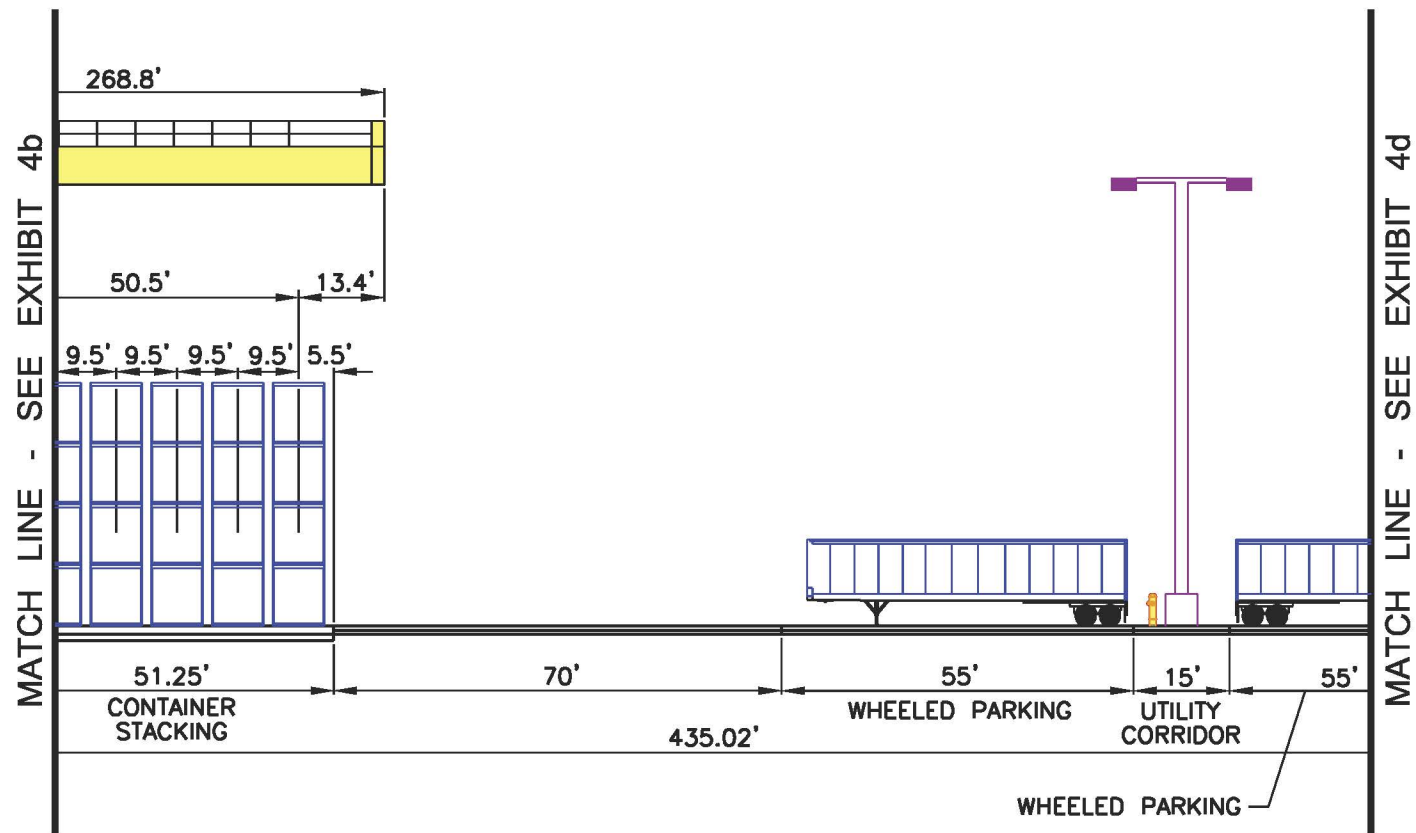


Railyard Typical Section

Sheet 1 of 4

Exhibit 4a

C-40



Navy Base Intermodal Facility

October 2013

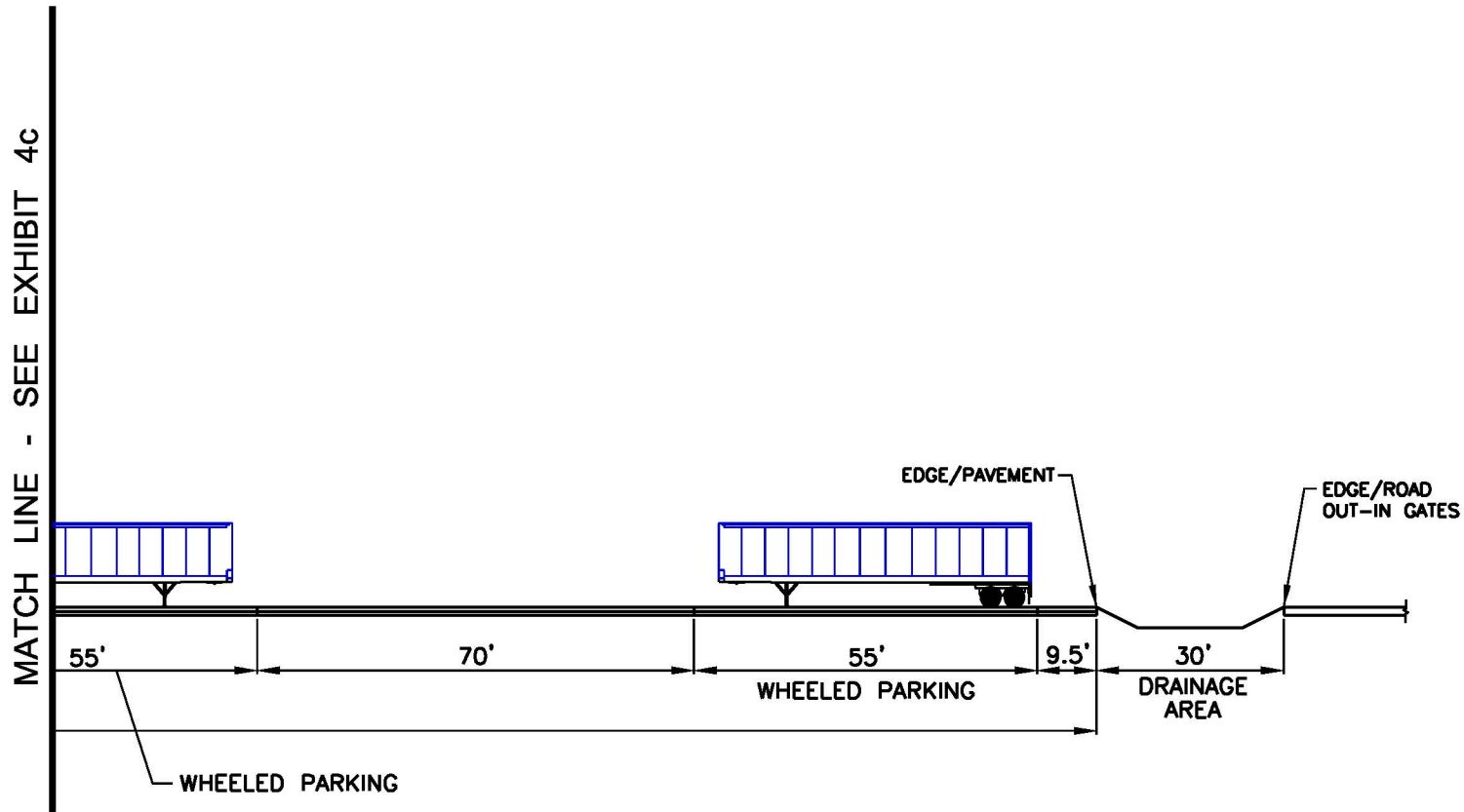


Railyard Typical Section

Sheet 3 of 4



Exhibit 4c



Navy Base Intermodal
Facility

October 2013

0 30
SCALE IN FEET

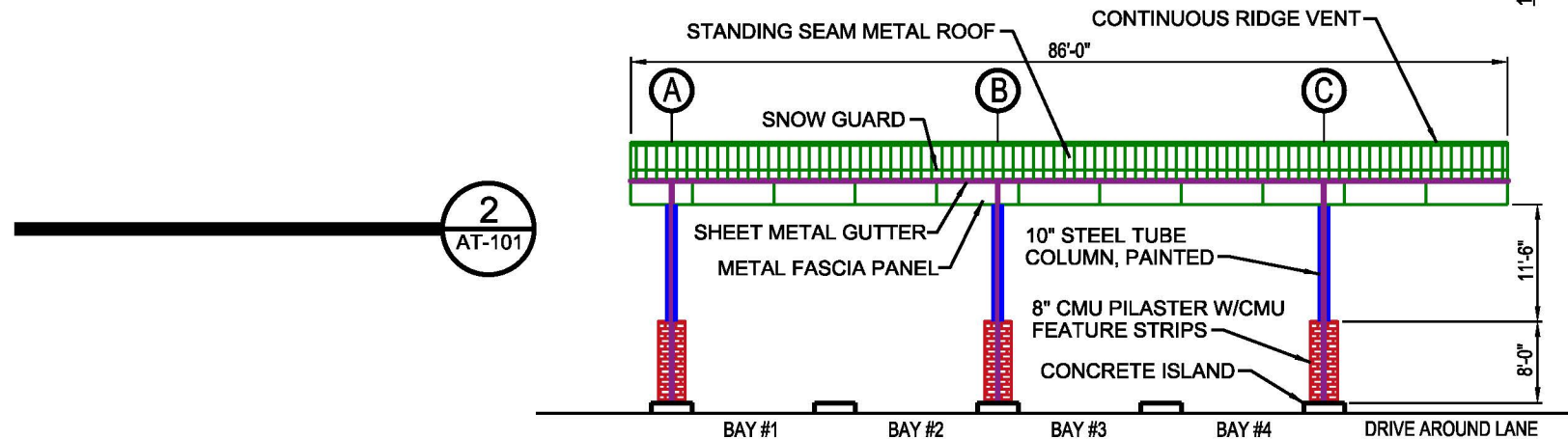
Railyard Typical Section

Sheet 4 of 4

CDM
Smith

TranSystems

Exhibit 4d



Cooper River

LEGEND

- NEW RAIL
- INTERMODAL YARD/
TRANSFER FACILITY
- PROPOSED PAVEMENT
- PROPOSED ROADWAY BRIDGE
- PAVEMENT REMOVAL

North Hobson/
Viaduct/Bainbridge
Intersection
Realignment

Viaduct Road
Overpass
Improvements

Wetland Area
Impact

Drayage
Road

Drayage Road

Port Access
Road
(Permitted Future
Construction)

CDM
Smith

TranSystems

Palmetto
RAILWAYS

Navy Base Intermodal
Facility

October 2013

0 300
SCALE IN FEET

Exhibit 5



Navy Base Intermodal Facility

October 2013



LEGEND

- NEW RAIL
- INTERMODAL YARD/TRANSFER FACILITY
- PROPOSED PAVEMENT
- PROPOSED ROADWAY BRIDGE
- PAVEMENT REMOVAL

Cooper River

Drayage Road

Tidal Salt Marsh

Wetland Area Impact

SHIPYARD CREEK RD.

SPRULL AVE.

HAMPTON AVE.

RIVER-VIEW AVE.

Port Access Road
(Permitted Future Construction)

CDM Smith

TranSystems

Exhibit 6

AVENUE

Shipyard Creek

BAINBRIDGE AVE.

Navy Base Container Terminal
(Under Construction)

Wetland Area Impact

Drayage Road

Shipyard Creek

Attachment B: Directions to Public Meeting

Directions to Scoping Meeting at the Chicora School of Communications

From the North:

Travel south on I-26 East toward Exit 212. Take Exit 212 for I-526 toward Mt. Pleasant/Savannah. Take Exit 212C on the left for I-526 East toward Mt. Pleasant. Continue on I-526 East for 0.5 miles. Take Exit 18A to merge onto US-52 East/US-78 East/Rivers Avenue. Continue for 2.7 miles. Turn left onto Verde Avenue. After 0.4 miles, turn right onto Spruill Avenue/State Road S-10-32. The Chicora School of Communications will be on the right.

From the South:

Travel north on I-26 West toward Exit 218. Take Exit 218 for Spruill Avenue toward Naval Base. Turn left onto Spruill Avenue/State Road S-10-32. The Chicora School of Communications will be on the left.

From the West:

Travel east on US-17 North/Savannah Highway. Turn left onto SC-7 North/Sam Rittenberg Boulevard. After 5.9 miles, turn left onto Rivers Avenue. After 0.4 miles, take the first right onto McMillan Avenue. After 0.3 miles, take the third left onto Spruill Avenue/State Road S-10-32. The Chicora School of Communications will be on the left.

Attachment C: Preliminary List of Issues to be Addressed in the EIS

Preliminary List of Issues that May Be Addressed In The EIS

Transportation – Roadways and Railways	Land Use and Zoning
Water Resources/Water Quality – Surface and Groundwater	Energy Use and Greenhouse Gases (GHG)
Wetlands and Waters of the U.S.	Noise and Vibration
Federally-Listed Threatened or Endangered Species	Light
Hazardous Materials and Solid Waste	Air Quality
Socioeconomics and Environmental Justice	Visual Resources/Aesthetics
Public Health and Safety	Historic Properties
Environmental Justice	Geology and Soils
Flood Hazards and Floodplain Values	Economic Analysis
Fish and Wildlife Values	Recreation

Attachment D: Definition of Terms

Three (3) Types of Actions:

- **Connected Actions**, which means that they are closely related to the proposed action and therefore should be discussed in the same impact statement. Actions are connected if they:
 - Automatically trigger other actions which may require Environmental Impact Statements
 - Cannot or will not proceed unless other actions are taken previously or simultaneously
 - Are independent parts of a larger action and depend on the larger action for their justification
- **Cumulative Actions**, which when viewed with other proposed actions have cumulatively significant impacts and should therefore be discussed in the same impact statement
- **Similar Actions**, which when viewed with other reasonably foreseeable or proposed agency actions, have similarities that provide a basis for evaluating their environmental consequences together, such as common timing or geography. An agency may wish to analyze these actions in the same impact statement. It should do so when the best way to assess adequately the combined impacts of similar actions or reasonable alternatives to such actions is to treat them in a single impact statement.

Three (3) Types of Alternatives:

- **No Action Alternative**
- **Other Reasonable Courses of Action to Achieve the Project Purpose**
- **Mitigation Measures (in addition to and not in the proposed action) Include:**
 - Avoiding the impact altogether by not taking a certain action or parts of an action
 - Minimizing impacts by limiting the degree or magnitude of the action and its implementation
 - Rectifying the impact by repairing, rehabilitating, or restoring the affected environment
 - Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action
 - Compensating for the impact by replacing or providing substitute resources or environments

Three (3) Primary Types of Impacts

- **Direct Impacts**, which are caused by the action and occur at the same time and place
- **Indirect Impacts**, which are caused by the action but occur later in time or farther removed in distance, but are still reasonably foreseeable. Indirect impacts may include growth-inducing impacts and other impacts related to the induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.

Effects and *impacts* as used in the context of NEPA are interchangeable. Effects includes ecological (such as the effects on natural resources and on the components, structures, and functioning of affected ecosystems), aesthetic, historic, cultural, economic, social, or health, whether direct, indirect, or cumulative. Effects may also include those resulting from actions which may have both beneficial and detrimental effects, even if on balance the agency believes that the effect will be beneficial.

- **Cumulative Impact** is the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

Public Scoping Meeting for the Proposed Navy Base Intermodal Facility

The U.S. Army Corps of Engineers, Charleston District will hold a Public Scoping Meeting to discuss the content of the Environmental Impact Statement (EIS) that is being prepared for the proposed Navy Base Intermodal Container Transfer Facility on November 14, 2013 at the following location:

Chicora School of Communications

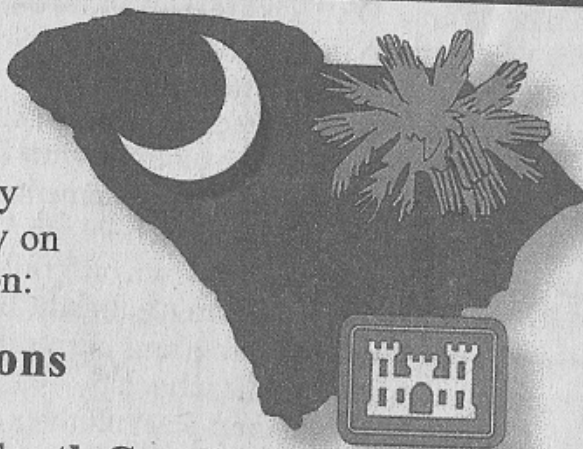
(former Ronald E. McNair Elementary)

3795 Spruill Ave., North Charleston, South Carolina

Open House: 5:30 - 7 p.m. • Formal Scoping Meeting: 7 - 9 p.m.

You are invited to attend this meeting to interact with the Corps, Palmetto Railways, and the team members that will be conducting studies and preparing the EIS to document potential impacts associated with the proposed project. Additionally, you may submit written comments, electronic comments, as well as verbal comments received through a court reporter. For more information about the proposed project, please visit www.NavyBaseICTF.com

**For questions, please contact the
Corps Corporate Communications Office at (843) 329-8123.**



R34-1063000a

Attention Investors

C-53



coastalcharlestonreality

Coastal Ch
Realty Group

Judy Pardue
843-860-6004



Carolina On
Real Estate

on the *M*
in local rea



CLASSIFIEDS

STATE OF
SOUTH CAROLINA
IN THE CIRCUIT COURT
COUNTY OF CHARLESTON
THE NINTH

judgment, to rule on any issues
that may come before the
Court with direct appeal to the
South Carolina Court of
Appeals or South Carolina

hereby authorized to appear
and defend said action on
behalf of the above stated par-
ties unless the above stated
parties, shall within thirty (30)

TO THE DEFENDANTS
ABOVE NAMED: YOU ARE
HEREBY NOTIFIED that:

1. The Summons was filed with

#101, Charleston, SC 29418. The CCAA will not be responsible
for any oral instructions with regards to this Notice.

www.charleston-sc.gov

Public Scoping Meeting for the Proposed Navy Base Intermodal Facility

The U.S. Army Corps of Engineers, Charleston District will hold a Public Scoping Meeting to discuss the content of the Environmental Impact Statement (EIS) that is being prepared for the proposed Navy Base Intermodal Container Transfer Facility on November 14, 2013 at the following location:

Chicora School of Communications
(former Ronald E. McNair Elementary)
3795 Spruill Avenue
North Charleston, South Carolina
5:30 p.m. – 9:00 p.m.
Open House from 5:30 – 7:00 p.m.
Formal Scoping Meeting from 7:00 - 9:00 p.m.

You are invited to attend this meeting to interact with the Corps, Palmetto Railways, and the team members that will be conducting studies and preparing the EIS to document potential impacts associated with the proposed project. Additionally, you may submit written comments, electronic comments, as well as verbal comments received through a court reporter. For more information about the proposed project, please visit

www.NavyBaseICTF.com

For questions, please contact the Corps Corporate Communications Office at
(843) 329-8123.

Strick
MESOTH



Donate
or Car

Boa

"2-Night Fre

1-800-CA

www.boa

sponsored by boat angel outreach centers

Appendix C

Public Scoping Meeting Notices



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
CHARLESTON DISTRICT, CORPS OF ENGINEERS
69-A Hagood Avenue
CHARLESTON, SOUTH CAROLINA 29403-5107

October 25, 2013

Regulatory Division

SUBJECT: SAC-2012-00960

You have received this letter because you have been identified as an adjacent property owner or party of interest for a proposed project that has been submitted to the U.S. Army Corps of Engineers, Charleston District (Corps). Specifically, Palmetto Railways has submitted a request to initiate the National Environmental Policy Act (NEPA) process for a proposed Intermodal Container Transfer Facility (ICTF) at the former Charleston Naval Complex in North Charleston, South Carolina. The proposed Intermodal Facility will adversely impact approximately 6.1 acres of tidal salt marsh and other waters of the United States associated with Noisette Creek and Shipyard Creek. The mission of the Corps' Regulatory Program is to protect the Nation's aquatic resources, while allowing reasonable development through fair, flexible, and balanced permit decisions.

A Public Scoping Meeting will be held at 5:30 pm on Thursday, November 14, 2013, at the Chicora School of Communications (former Ronald C. McNair Elementary School), 3795 Spruill Avenue, North Charleston, South Carolina, 29405, to solicit public comments regarding the proposed project. The Corps, Palmetto Railways, and the third-party contractor (Atkins) will be available from 5:30–7:00 pm to discuss the proposed ICTF. In addition, the Corps and Palmetto Railways will make formal statements about the proposed project starting at 7:00 pm. Individuals and organizations will also be allowed to make formal statements for the project record; however, we are just beginning to gather information and will not be able to answer specific questions about potential impacts at this time.

The Corps is preparing an Environmental Impact Statement (EIS) to assess the potential social, economic and environmental effects of the proposed ICTF, which will provide equal access to both Class I railroads serving Charleston, South Carolina: CSX Transportation and Norfolk Southern Railway. The EIS will assess the potential effects of a range of alternatives, including Palmetto Railways' proposed alternative. A Public Notice with additional information regarding the proposed project is available for review on the Charleston District Web Site at www.sac.usace.army.mil under the "Get Public Notices" link at the top of the page and following the link at "SAC-2012-00960." You may also access this Public Notice via the project web page at www.NavyBaselCTF.com. If you do not have access to the internet, you may call our office at (843) 329-8044 or toll free at 1-866-329-8187 and request that a copy of this public notice be mailed to you.

If you choose to respond to the public notice, please make sure you reference the subject project number. Comments for this project should be sent to: U.S. Army Corps of Engineers, Regulatory Division, Attn: Nathaniel I. Ball, 69-A Hagood Avenue, Charleston, SC 29403.

Thank you for your time and input on this project to help the Corps identify and consider potential impacts this project may have on the public and the environment.

Respectfully,

Nathaniel I. Ball
Project Manager

Appendix D

Scoping Meeting Displays



Welcome to the Public Scoping Meeting

The U.S. Army Corps of Engineers (Corps) welcomes you to the
Navy Base Intermodal Container Transfer Facility
Public Scoping Meeting
November 14, 2013

We are here tonight to **give you information** about the proposed project
and **give you the opportunity to participate.**

We want to hear from **you** about the proposed Intermodal Facility project.
What are your comments, questions, and concerns?

Your involvement will assist us in making an informed decision. Thank you for your participation.
For more information, please visit the project website at: www.NavyBaseICTF.com



Contact Us



**Who do you contact for more information?
How can you comment on the project?**

**Your involvement will assist us
in making an informed decision.**

**You can send us comments or questions
by mail, e-mail, or at our website.**

Mail

**U.S. Army Corps of Engineers, Charleston District
c/o Nathaniel I. Ball,
69-A Hagood Avenue,
Charleston, SC 29403**

E-mail

comments@NavyBaseCTF.com

On-line

**Public Comment Submission page at our website:
www.NavyBaseCTF.com**

**Comments should reference Public Notice Number SAC-2012-00960.
Please submit comments by **December 14, 2013.****



What are NEPA and Scoping?



National Environmental Policy Act

The National Environmental Policy Act (NEPA) requires all federal agencies to evaluate major federal actions and inform decision makers and the public of the likely environmental consequences of proposed actions and alternatives.

Environmental Impact Statement

An Environmental Impact Statement (EIS) is a detailed study that analyzes the potential effects, both positive and negative, that an action may have on the environment and local community.

Scoping

Scoping is the earliest opportunity for the public to participate in the NEPA process. During the scoping process, public input is gathered to assist with the identification of issues and alternatives to be addressed in the EIS.

NEPA Process



Public Scoping Meeting

The purposes of this Public Scoping Meeting are to:

- Provide preliminary information about the proposed project and how the public can participate in the NEPA process
- Gather public feedback, questions, and concerns about the proposed project and potential impacts to the human and natural environment
- Identify interested parties, stakeholders, and potential issues and/or alternatives that need to be evaluated in the EIS

You may submit comments:

- At today's Public Scoping Meeting
- Through email: comments@NavyBaseCTF.com
- Through the Public Comment Submission page at www.NavyBaseCTF.com
- Through mail:
U.S. Army Corps of Engineers,
Charleston District
c/o Nathaniel I. Ball
69-A Hagood Avenue
Charleston, SC 29403

Comments should reference Public Notice number SAC-2012-00960. Please submit comments by December 14, 2013.

Your involvement will assist us in making an informed decision. Thank you for your participation.
For more information, please visit the project website at: www.NavyBaseCTF.com



The NEPA Team and Roles



The U.S. Army Corps of Engineers (Corps), Charleston District is preparing an Environmental Impact Statement (EIS) to assess the potential social, economic and environmental effects of the proposed construction and operation of the Navy Base Intermodal Facility project.



Corps, Charleston District (Lead Federal Agency)

The Corps has authority to issue permits for activities impacting Waters of the U.S. (e.g., wetlands). They will evaluate the impacts to Waters of the U.S. in the EIS and make a decision whether to approve or deny the permit.

Atkins is a neutral, third-party contractor who will prepare the EIS under the technical direction of the Corps.



Palmetto Railways (Applicant)

Palmetto Railways is the applicant who is seeking a permit from the Corps for potential impacts to Waters of the U.S. Palmetto Railways is proposing to construct and operate an intermodal container transfer facility.



The Public and Local Stakeholders

The public and local stakeholders are encouraged to participate in the NEPA process, particularly during scoping, review of the Draft EIS, at the Draft EIS public hearing, and review of the Final EIS.

**Your involvement will assist us in making an informed decision. Thank you for your participation.
For more information, please visit the project website at: www.NavyBaseICTF.com**



Proposed Project



The proposed project would be the construction and operation of a state-of-the-art Intermodal Container Transfer Facility (ICTF) in the former Charleston Naval Complex (CNC). The proposed project consists of approximately ninety (90) acres for the intermodal facility site and an estimated additional forty-two (42) acres of off-site road and rail improvements. The ICTF would provide additional capacity to accommodate projected future intermodal growth within the region.



Proposed Railway Improvements

- Lead track tie-in to existing CSX line right-of-way (ROW) parallel to Spruill Avenue in vicinity of McMillan Avenue and St. Johns Avenue.
- CSX line ROW south of the ICTF from vicinity of Viaduct Road to Stromboli Avenue.
- ROW improvements from Aragon Street / Spruill Avenue to existing track along Virginia Avenue past Noisette Creek.

Cosgrove-McMillan Overpass

- Construct new overpass to accommodate new rail spur and double-stack intermodal railcars.
- Realign Cosgrove Avenue and construct intersection improvements at Spruill Avenue and North Hobson Avenue.
- Construct a new cul-de-sac at the south end of St. Johns Avenue and eliminate the portion of McMillan Avenue that is located east of Spruill Avenue.

Intermodal Container Transfer Facility

- Storage and processing railroad tracks
- Wide-span gantry cranes
- Container stacking area
- Administrative buildings
- Vehicle driving lanes

Viaduct Road Overpass

- Improve existing overpass and increase clearance to accommodate double-stack intermodal railcars.
- Realign Bainbridge Avenue/North Hobson Avenue/Viaduct Road to provide more efficient access to/from Spruill Avenue and I-26 via the Port Access Road.

Private Drayage Road to Navy Base Marine Container Terminal

- Construct limited access, private road to allow the direct transfer of containers to/from the proposed ICTF and the port facility.

Your involvement will assist us in making an informed decision. Thank you for your participation.
For more information, please visit the project website at: www.NavyBaseICTF.com



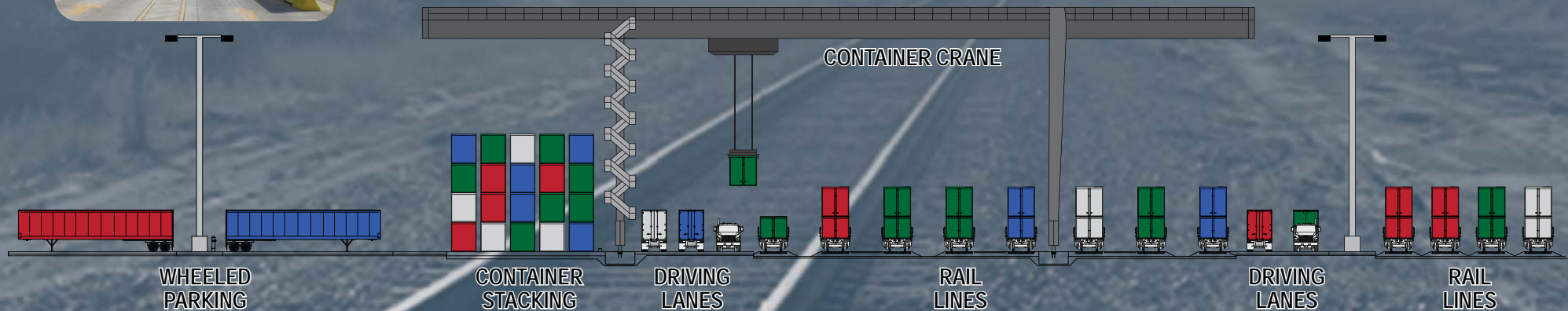
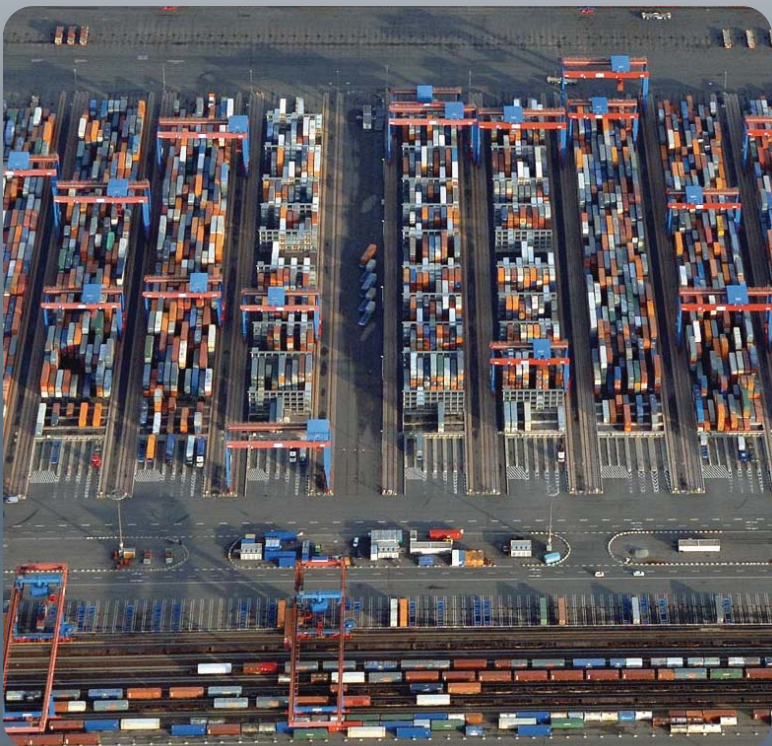
Proposed Project



Your involvement will assist us in making an informed decision. Thank you for your participation.
For more information, please visit the project website at: www.NavyBaseCTF.com



Intermodal Container Transfer Facility



Your involvement will assist us in making an informed decision. Thank you for your participation.
For more information, please visit the project website at: www.NavyBaseCTF.com



Purpose and Need + Alternatives



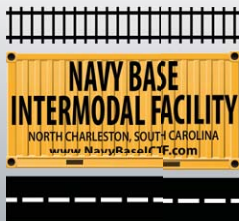
The purpose and need for the project helps define the scope of the EIS and the alternatives that are considered in the EIS. The general purpose and need for the proposed project as stated by the Applicant include:

- The Intermodal Container Transfer Facility (ICTF) would provide additional capacity for projected future intermodal growth within the region, including growth in container cargo to move through the Port of Charleston
- The ICTF would serve the intermodal freight rail needs throughout the Charleston region by providing equal access for both CSX and Norfolk Southern (NS)

The heart of the EIS is the alternatives analysis. Alternatives that will be addressed in the EIS include, but are not limited to:

- The Applicant's proposed alternative
- Alternatives to the Applicant's proposed project that may result in avoidance and/or minimization of impacts
- The No-Action Alternative

Your involvement will assist us in making an informed decision. Thank you for your participation. For more information, please visit the project website at: www.NavyBaseICTF.com



Environmental Analysis



The following is a preliminary list of resources potentially impacted by the proposed project that will be evaluated in the EIS; and may be expanded with input from you:

Water Resources and Biological Environment

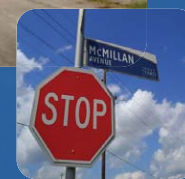
- Wetlands and Waters of the U.S.
- Water resources/water quality – surface and groundwater
- Protected species
- Fish and wildlife habitat

Human Environment

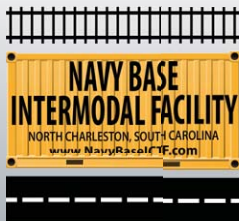
- Cultural resources
- Visual resources / aesthetics / light pollution
- Socioeconomics and environmental justice
- Public health and safety
- Land use and zoning
- Transportation - roadways and railways
- Recreation

Physical Environment

- Air quality and climate change
- Flood hazards and floodplain values
- Hazardous materials and solid waste
- Noise and vibration
- Geology and soils



**Your involvement will assist us in making an informed decision. Thank you for your participation.
For more information, please visit the project website at: www.NavyBaseICTF.com**

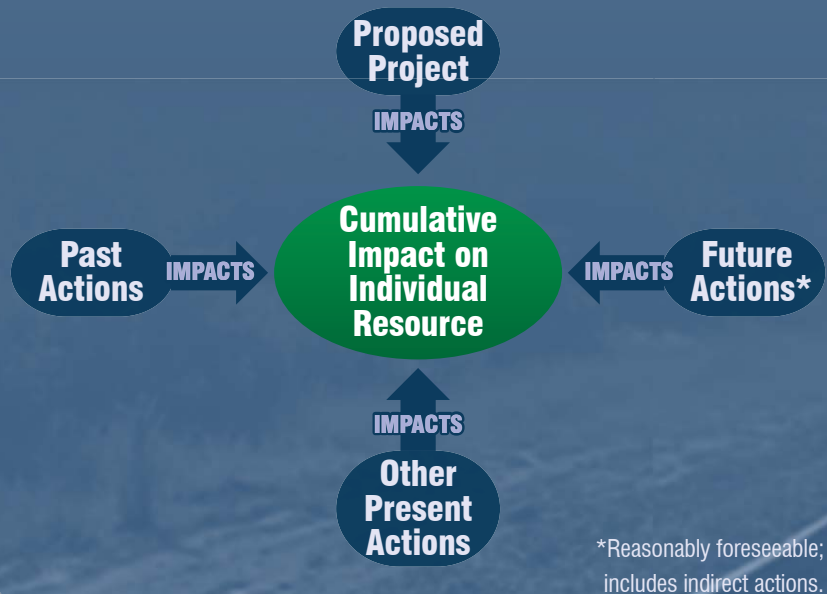


Cumulative Impacts

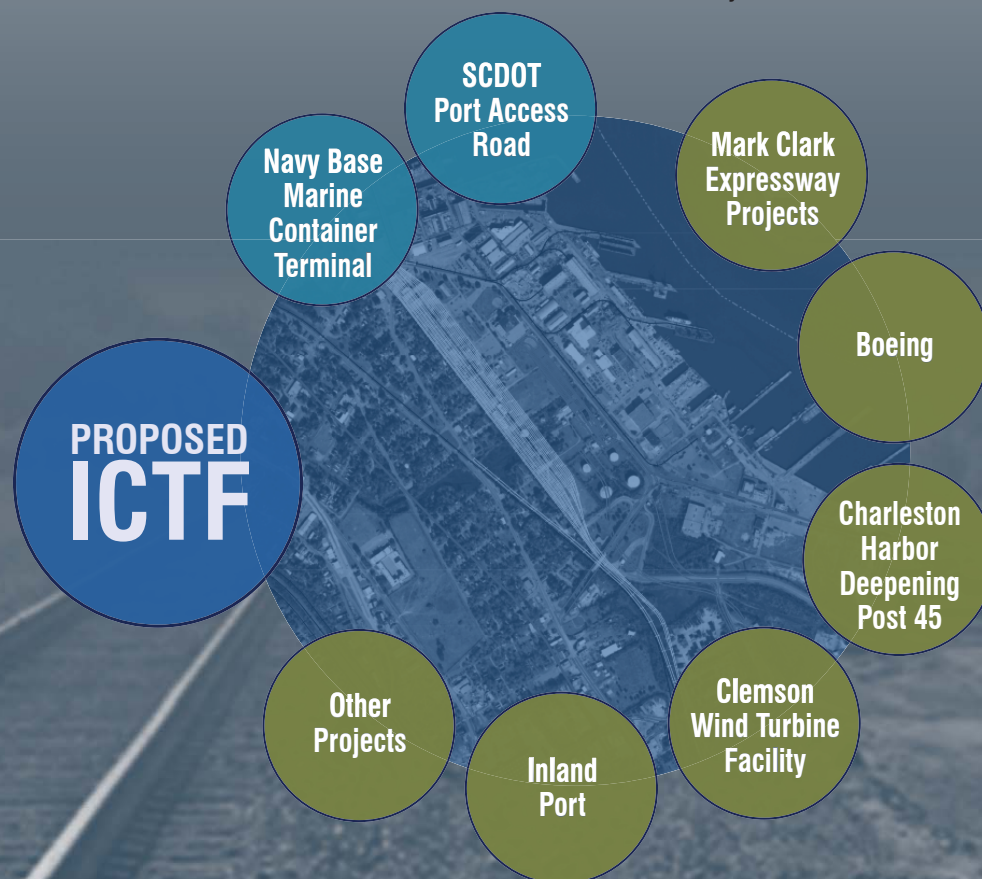


There are a number of other projects at various stages of completion in the project vicinity. Some of these will be considered in the 'future without-project' scenario as a baseline condition for comparison (No-Action Alternative), others will be considered in the Cumulative Impacts analysis of this EIS.

Cumulative impacts result from the incremental impact of an action when added to other past, present, and reasonably foreseeable future actions.



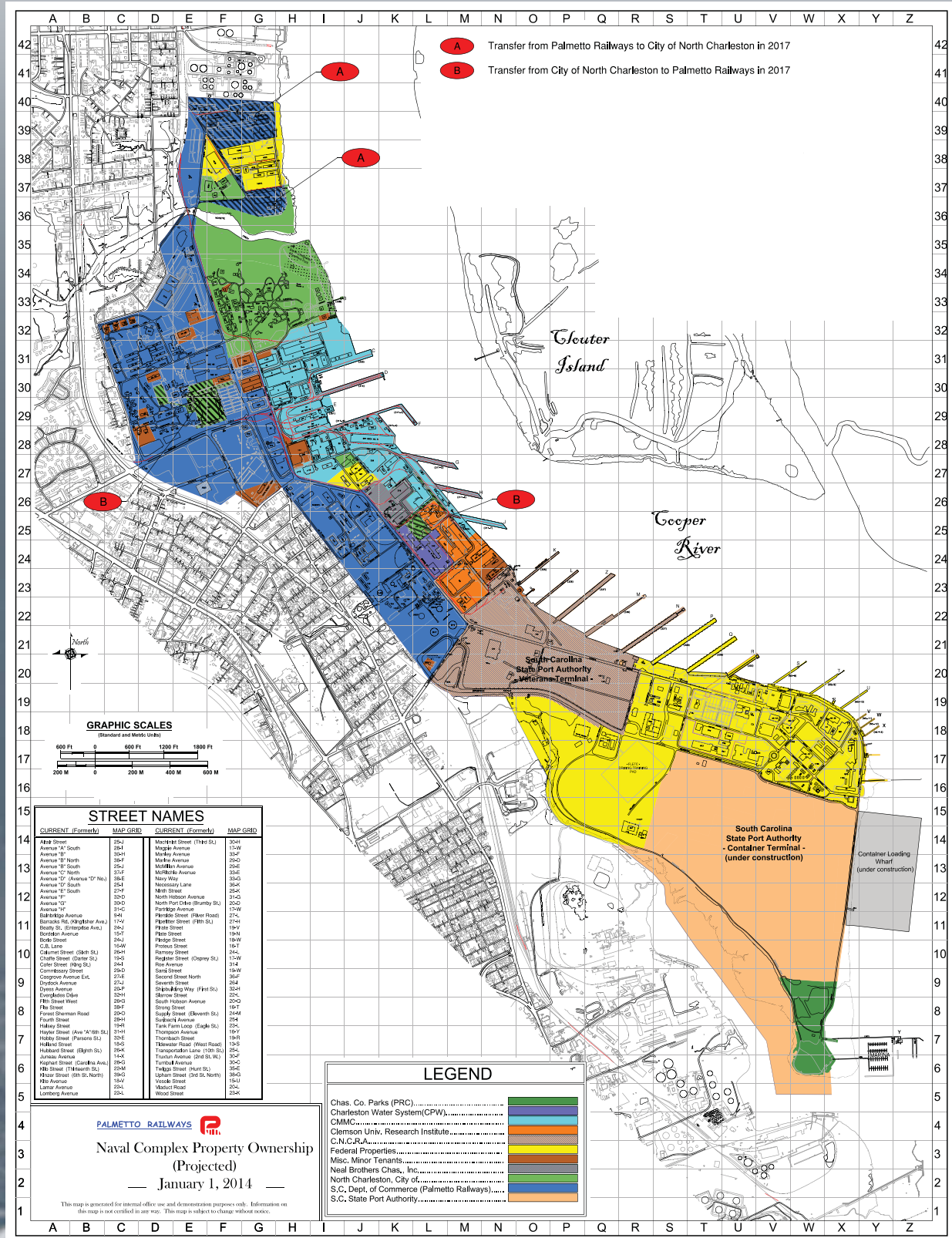
- Project has been permitted and considered complete in future with or without ICTF scenarios.
- Project will be considered in the Cumulative Impacts analysis in the EIS.



Your involvement will assist us in making an informed decision. Thank you for your participation.
For more information, please visit the project website at: www.NavyBaseICTF.com



Naval Complex Property Ownership



Your involvement will assist us in making an informed decision. Thank you for your participation.
For more information, please visit the project website at: www.NavyBaseCTF.com

The NEPA Process

Notice of Intent (NOI)
to Prepare an EIS



Public Scoping

WE
ARE
HERE



Impact Analysis and
Evaluation



Draft Environmental
Impact Statement (DEIS)



Public Hearing and
Comment Period



Final Environmental Impact
Statement (FEIS)



Record of Decision
(ROD)

What is NEPA?

National Environmental Policy Act

The National Environmental Policy Act (NEPA) requires all federal agencies to evaluate major federal actions and inform decision makers and the public of the likely environmental consequences of proposed actions and alternatives.

Environmental Impact Statement

An Environmental Impact Statement (EIS) is a detailed study that analyzes the potential effects, both positive and negative, that an action may have on the environment and local community.

You may submit comments:

- At tonight's Public Scoping Meeting
- Through e-mail:
comments@NavyBaseICTF.com
- Through the Public Comment Submissions page at www.NavyBaseICTF.com
- Through mail:
U.S. Army Corps of Engineers,
Charleston District
c/o Nathaniel I. Ball
69-A Hagood Avenue
Charleston, SC 29403

Comments should reference Public Notice number SAC-2012-00960. Please submit comments by December 14, 2013.



Public Scoping Meeting for the Navy Base Intermodal Container Transfer Facility

What is a Public Scoping Meeting?

Scoping is the earliest opportunity for the public to participate in the NEPA process. The purposes of this Public Scoping Meeting are to:

- Provide preliminary information about the proposed project and how the public can participate in the NEPA process
- Gather public feedback, questions, and concerns about the proposed project and potential impacts to the human and natural environment
- Identify interested parties, stakeholders, and potential issues and/or alternatives that need to be evaluated in the EIS

Visit our website at: www.NavyBaseICTF.com



Proposed Project



The proposed project would be the construction and operation of a state-of-the-art Intermodal Container Transfer Facility (ICTF) in the former Charleston Naval Complex (CNC). The proposed project consists of approximately ninety (90) acres for the intermodal facility site and an estimated additional forty-two (42) acres of off-site road and rail improvements. The ICTF would provide additional capacity to accommodate projected future intermodal growth within the region.



Proposed Railway Improvements

- Lead track tie-in to existing CSX line right-of-way (ROW) parallel to Spruill Avenue in vicinity of McMillan Avenue and St. Johns Avenue.
- CSX line ROW south of the ICTF from vicinity of Viaduct Road to Stromboli Avenue.
- ROW improvements from Aragon Street / Spruill Avenue to existing track along Virginia Avenue past Noisette Creek.

Cosgrove-McMillan Overpass

- Construct new overpass to accommodate new rail spur and double-stack intermodal railcars.
- Realign Cosgrove Avenue and construct intersection improvements at Spruill Avenue and North Hobson Avenue.
- Construct a new cul-de-sac at the south end of St. Johns Avenue and eliminate the portion of McMillan Avenue that is located east of Spruill Avenue.

Intermodal Container Transfer Facility

- Storage and processing railroad tracks
- Wide-span gantry cranes
- Container stacking area
- Administrative buildings
- Vehicle driving lanes

Viaduct Road Overpass

- Improve existing overpass and increase clearance to accommodate double-stack intermodal railcars.
- Realign Bainbridge Avenue/North Hobson Avenue/Viaduct Road to provide more efficient access to/from Spruill Avenue and I-26 via the Port Access Road.

Private Drayage Road to Navy Base Marine Container Terminal

- Construct limited access, private road to allow the direct transfer of containers to/from the proposed ICTF and the port facility.

Your involvement will assist us in making an informed decision. Thank you for your participation.
For more information, please visit the project website at: www.NavyBaseICTF.com

Appendix E

Scoping Comments Matrix

**Summary of Comments Received During the National
Environmental Policy Act Scoping Period for the Navy Base ICTF EIS**

Issue	Substance of Comments	Approximate Number of Comments
General	<p>1) I write today on behalf of the [REDACTED] and wish to convey our complete support for the proposed Intermodal Container Transfer Facility (ICTF) on the former Charleston Navy Base. The proposed ICTF is an essential element of our port system and will ultimately be an environmental benefit to both our region and the immediate surrounding area. Without this facility, the only way to move cargo off the new port terminal will be via truck. Such a scenario would be detrimental to both the efficiency of our Port as well as our environment. [REDACTED]</p> <p>2) On the behalf of The City of North Charleston Housing Authority (NCHA), I would like to express our concerns regarding the proposed development plan for the Intermodal Container Transfer Facility (ICTF) on the old Navy Base. Although NCHA strongly supports economic development in the region and the potential of the proposed ICTF, we do find that there are some serious, negative environmental impacts within the Plan that should be considered. <i>(City of North Charleston)</i></p> <p>3) I'm [REDACTED] and I'm a lawyer and I represent the folks who own the old post office. And we are here and really in search of someone who cares and, thus far, we're not sure we've found them, and so we're just going to tell you why. But we're looking to you to see what you can do to help us.</p> <p>4) And I would be interested to know if anyone from Noisette is here because I think they're an important entity of what has made this place what it is. And I will tell you that Noisette came in, as you might know, and established the New American City and they sold it to a lot of people, including my clients who spent more than \$4 million taking the old port office to make it a beautiful place overlooking what was going to be the World of the Future, as Noisette described it.</p> <p>5) Based on our initial review of the Section 404 project permit application, material provided by the Corps and site visit with the Corps on December 11,</p>	5

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>2013, our main concerns relate to air, environmental justice (EJ) and cumulative impacts. These concerns are in context of current available information as provided and are preliminary in nature. EPA understands additional analysis and study will yield more information during the NEPA process.</p> <p>(USEPA)</p>	
Public Involvement	<p>1) I am a property owner of several acres of land on Stromboli Ave, North Charleston. It has just come to my attention [sic] that there is to be a public hearing concerning the Development on the Naval Complex and surrounding Transportation. One of the diagrams shows that there will be a road coming directly through my property. Is there some reason that I did not receive a notice of this meeting? My address on the County Tax Records is correct.</p> <p>2) And then finally a question that was shared with me by somebody who had to leave is what, other than the public feedback process, what involvement will be invited from neighborhood folks in the process of dialoguing about the facility and that sort of thing as well?</p>	2
NEPA Process	<p>1) Regardless of what build alternative may ultimately be selected, there are a number of rail and trackage [sic] considerations to your proposal that will likely require the South Carolina Department of Commerce Division of Public Railways (Palmetto Railways) and others to enter into agreements with CSX and NS to use their existing railroad properties. The Surface Transportation Board (STB) is the Federal agency with exclusive jurisdiction over railroad transactions (operations over railroad lines, mergers, line sales, line construction, and line abandonments) and rate and service issues.</p> <p>Since the STB will be required to approve in advance construction and operation of any railroad lines required by the project, it is a likely candidate for status as a Cooperating Agency in your EIS process. There may be other agencies that could also serve as Cooperating Agencies and provide benefit to the NEPA process by taking part in the development of the Purpose and Need, alternatives, and agreement on overall project timelines that include various</p>	5

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>agency approvals and requirements. As you know, the roles of Cooperating Agencies are defined in the Council on Environmental Quality NEPA Regulations (40 CFR 1501.6) and further detailed in SAFETEA-LU, stating that lead agencies provide opportunities for the involvement of participating agencies and the public and consider the input provided by these groups when developing the Purpose and Need.</p> <p>2) This is in response to the above referenced notice dated October 25, 2013 and the following comments consist of DHEC's Division of OCRM staff's comments on the proposed project. Staff has reviewed the scoping document for the Proposed Navy Base Intermodal Container Transfer Facility (ICTF) located on the former Charleston Naval Complex in North Charleston and we ask this letter be included into the Draft Environmental Impact Statement (DEIS). (SCDHEC)</p> <p>3) Another concern I hear are just getting a good understanding of baselining the various environmental effects, which I know you all do as a matter of course, but just making sure that things like vibration, air quality, water quality have both baselines as well as something to measure against them eventually.</p> <p>4) EPA appreciates the opportunity to submit scoping comments and looks forward to future engagement with the Corps throughout the NEPA process. (USEPA)</p> <p>5) The construction and operation of the proposed rail yard will undoubtedly negatively and dramatically affect the character of [REDACTED] property. The proposed rail traffic and rail yard activities will decrease access to [REDACTED] property and adversely impact [REDACTED] use and enjoyment of its property. The proposed rail yard is a drastic departure from the original neighborhood plan goals. Moreover, the proposed rail yard and anticipated rail traffic is entirely inconsistent with the intent and design of [REDACTED] building. As such, [REDACTED] requests that the Corps provide [REDACTED] with the opportunity to participate in decision-making process and provide input into how the proposed rail yard will affect the cohesion, environment,</p>	

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	health of its community and property. If the construction and operation of the proposed rail yard will not provide the tenants of [REDACTED] with a safe environment in which to live and work, Palmetto Railways and any other responsible parties should be mandated to compensate [REDACTED] for its losses.	
Alternatives & Project Design	<p>1) Secondly I believe that building substantial walls and flood barriers around the new facility could lesson noise, light and storm surge effects. With forward looking and innovative engineering development of walls &/or berms could replace the natural structures lost to the development. Dunnage, containers and potentially fuel via internal booms may help contain and slow a hurricanes effects. What a great opportunity to force needed innovation and protect the area in advance of climate changes to come.</p> <p>2) In terms of the actual main facility itself, what is the reason for having the track so close up to the community itself? Houses are really going to be less than 50 feet from the closest rail track, if I'm looking at it correctly.</p> <p>3) And then knowing what kinds of innovations are available around the country that could be implemented here for trains, you know, alternatives to diesel fuel and that kind of thing.</p> <p>4) My concern somewhat is that there are going to be any impacts to the southern end. I know that the southern end is going to be an entranceway to the rail yard, and rather the southern end is going to be exposed to any more negative impacts. We do have Cooper Yard down there, which is something else. But in addition to the Cooper Yard and the community being exposed as an entranceway to the new rail facility, what type of impacts that would have on our community.</p> <p>5) Alternatives should recognize the need for [REDACTED] to continue operating along existing right-of-way at a level necessary to serve our existing and future customers. Additionally, potential alternatives should actively consider rail access to the intermodal facility from both the north and south, and should not limit roadway access options. Efficient access to the ICTF is critical to its success and the impact it has</p>	19

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>on the facility. Currently, the design shows access for both CSX and NS from north of the facility. [REDACTED] believes a southern access point is critical both to the success of the ICTF and the efficiency of [REDACTED] network.</p> <p>6) At grade crossings can present safety concerns for any proposal that requires landside access to intermodal rail activities. The analysis of any at grade crossing needs to consider the location of the crossing, train operations, specific geometrics of the site (angle of the crossing and sight distance), projected volume, and possible auto delays and include evaluation of grade separations on a case-by-case basis before a decision is made.</p> <p>7) Recommendations (next 5 comments): Eliminate the CSX rail line along Spruill Avenue and route the line within the old Navy Base property; or (NCHA)</p> <p>8) Mitigate adverse noise, vibration and pollution effects on residents of Horizon Village HOPE VI project; and (NCHA)</p> <p>9) Mitigate adverse noise, vibration and pollution effects on residents of the Phoenix housing complex between Spruill Avenue and St. Johns Avenue. (NCHA)</p> <p>10) Provide a direct connection between the Horizon Village Hope VI project with Riverfront Park by connecting Turnbull Avenue across Spruill Avenue to Verde Avenue within Horizon Village. (NCHA)</p> <p>11) Do not create a cul-de-sac at the end of St. Johns which will create a dead end situation, further isolating the residents of St. Johns Avenue and the Phoenix housing development. (NCHA)</p> <p>12) [REDACTED] lacks sufficient information about the project at this time to express opposition or support. [REDACTED] urges the Corps to consider alternatives to certain aspects of the proposed plan which may result in the avoidance and/or minimization of impacts, to the extent the project moves forward as contemplated. For example, [REDACTED] asks that the plan provide for the creation of roads sufficient for emergency vehicles to enter and reach [REDACTED] [REDACTED] unencumbered by rail traffic. In addition, [REDACTED]</p>	

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>asks that sufficient buffer walls and/or green spaces be created to protect its residents from the noise, light, air and other pollution association with the construction and operation of the ICTF. [REDACTED] also asks that pedestrian paths be created so that residents may be able to enjoy some semblance of the planned development initially envisioned and created through applicable Master Plan and restrictive covenants. If the construction and operation of the proposed ICTF will not provide the residents of [REDACTED] with a suitable environment in which to live, [REDACTED] requests that, at a minimum, Palmetto Railways be required to develop a plan to furnish alternative low-income housing nearby for departing residents.</p> <p>13) [Project Background] . . . Finally, a limited access, private drayage road would allow the direct transfer of containers to and from the proposed ICTF and the new Navy Base Marine Container Terminal. If constructed, this roadway would reduce the total number of trucks entering and exiting the new port facility using the Port Access Road. In addition to the buildings, storage tanks, and road pavement, it should be anticipated that secondary sources of infrastructure will be removed. To that end it would be helpful if the DEIS illustrates impacts proposed to any existing infrastructure within the project site. (SCDHEC)</p> <p>14) As noted in the scoping document, the intent of the EIS is to define the range of actions, alternatives, and impacts to be considered in an EIS, which evaluates an applicant's permit application and proposed action. There are three types of actions, alternatives, and types of impacts that the Corps must consider in determining the "scope" of an EIS. DHEC is primarily interested in knowing "other reasonable courses of action" under the Alternatives subsection in that alternative alignments and locations of all components of the ICTF should be known and studied prior to a final decision. Alternative alignments may reduce impacts to wetlands and other coastal resources. (SCDHEC)</p> <p>15) We recommend the Purpose and Need statement be prepared such that it clearly defines the transportation needs for the facility in terms of</p>	

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>existing and future transportation needs so that a full range of possible alternatives can be developed. The Purpose and Need should also define the independent utility of this project to further clarify how indirect and cumulative impacts will be assessed in the DEIS.</p> <p>16) Suggestion: an overpass for vehicles for the most utilized road to the area.</p> <p>17) If above not viable, public schedule of times trains will cross major roads for commuter transit planning emergency vehicles.</p> <p>18) The Service recommends consideration of alternative routes or structures to avoid impacts to wetlands. Similarly, we recommend bridging creeks (mentioned above) to the maximum extent possible to reduce amount of fill in wetland areas. (USFWS)</p> <p>19) While they do not have federal protection, our records indicate the occurrence of two waterbird colonies in the project area. These colonies were sighted in the mid-1990's near the two wetlands to within the Drayage Road right-of-way. Any efforts to avoid or minimize impact to these wetlands would benefit these waterbird colonies. (USFWS)</p>	
Socioeconomics	<p>1) Jobs?;</p> <p>2) Loss of rec. center!</p> <p>3) My comment is going back to something I just heard about the Navy Base closure increasing tech jobs. What also happened, I guess when the Navy Base closed, is that those blue collar jobs were lost. And as a result, where the community was once stable, it was the highest employer of blue collar workers probably in the state. Now there's a lot of folks that are living below the poverty level in that neighborhood. And not only in jobs is that community ignored, but also in the fact that the schools in that neighborhood are failing. There's no grocery stores near -- within 50 feet near where Bill lives, but there's a community garden now. . .</p> <p>4) . . . Oh, and another thing, I'm sorry. I'm a homeowner, just like some of the other folks in here, and because of those negative conditions within the neighborhood, my house is under water right now and just having one more negative thing is</p>	28

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>going to not make my property value go up, so.</p> <p>5) The facility will result in the destruction of Sterret Hall-a local neighborhood gym and hub for recreation and entertainment. What efforts will be taken to mitigate against the loss of this facility by providing a comparable facility near the existing location?</p> <p>6) What provisions are being made for property owners to receive compensation for properties that will lose value as a result of the rail yard?</p> <p>7) The new rail yard will also bring new opportunities for jobs. What can be proactively done to ensure residents opportunities for jobs during both the construction and operation of the facility?</p> <p>8) The new rail will, literally, cut right through our backyard. The current right-of-way could force most residents on the street to make significant, expensive changes to their property.</p> <p>9) If the right-of way is expanded, many residents would have to relocate. Entire neighborhoods could be wiped out.</p> <p>10) Extensive rail development would crush the burgeoning small business and creative community in Park Circle.</p> <p>11) I love my neighborhood and want to continue contributing to this community, which would prove difficult if there's a train running through my backyard every 15 minutes. Nobody has reached out to me regarding how and when my property will be impacted, I only know what limited amount I do from local news and my city councilman. Please consider the lives of those affected by this port expansion.</p> <p>11) After reading the proposal for where the new rail lines will be, I am extremely concerned. Many of the houses on Bexley St are in the current right-of-way for the old rail line that runs parallel to Bexley. What will happen to these homes, including mine when this rail is resurrected?</p> <p>12) How will this affect my property value? . . . The right-of-way already cuts my backyard in half, according to the proposal you would be asking for an increase in the right-of-way. I can only imagine</p>	

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>what that means for my meager property.</p> <p>13) How will this affect the slow progress that has been made on this end of the neighborhood? . . . I just moved to this area but I love my neighborhood and I'm very concerned with what this means for Park Circle. I believe we're going to see people move away, business flop, etc..</p> <p>14) What's most frustrating to me is that this line on Bexley St, is simply being used to turn trains around. Is there not any other place you could do that that would not impact an already struggling area of the neighborhood? Why can't this new line simply continue north on Spruill Ave as it already does?</p> <p>15) I'm begging you, please reconsider this portion of the line.</p> <p>16) And I don't know if you've seen the pictures that Noisette has offered, but they're quite lovely. And as it turns out, Noisette apparently was not up to the task of doing what they should do. Unfortunately, many people invested in it.</p> <p>I know that there are other folks who are here on behalf of an orphanage that is vested here. There's a low income housing place that's here. But a lot of other people who put a lot of money into what was going to be a really nice place and with Nosiette going belly-up as they did, it turned out to be otherwise.</p> <p>17) . . . Five, as the diseases increases which will result in more hospital bills forever. . . .</p> <p>18) Another question that I hear from my younger peers in the neighborhood that I know they're concerned about the loss of Sterrett Hall Recreation Facility, which a lot of them use for fitness and the community uses for meetings and that kind of thing. . .</p> <p>19) And then also we hope, ultimately, that given the facility it seems like it's going to possibly happen, that we can figure out what opportunities are available for economic benefit for the people most affected which are the folks in our neighborhood, and so what kinds of proactive opportunities can be pursued in terms of job development and job opportunities for the neighborhood.</p>	

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>20) I believe the EIS should also present the cost savings that would be realized per 20-foot and/or 40-foot container or flat rack moving to and from the new SPA Navy Base container terminal and the proposed intermodal terminal.</p> <p>21) I understand from Jeff McWhorter with Palmetto Railways that this freight will move between these two points on a dedicated road on yard hustlers quote, unquote. I think this is an excellent low cost, low environmental impact technique that will make the location more competitive and attractive to Norfolk Southern and CSX but also to the shippers and steamship lines because they are the entities that currently pay the drayage costs between the SPA's container terminals and Norfolk Southern's and CSX's existing intermodal yards which drayage now costs between \$95 and \$125 per container or flat rack.</p> <p>22) . . . My concerns, you know, I'm on both sides of the fence. One, I understand the need for maritime as well as the transportation and industry that we are bringing to the old Navy Base. It was really funny when the federal government did pull out of the Navy Base, I was actually surprised by -- we were expecting such a large impact and a loss of jobs, but we actually had a large increase to fill that void. And those jobs and industries turned out to be in the tech industry, a lot of brain industries started to fill into the Navy Base. . . .</p> <p>23) First, the proposed main freight line along the Spruill Avenue corridor will certainly have adverse effects upon the residential neighborhoods, school and businesses that are located adjacent to and on both sides of the avenue. In 2002 NCHA competed for—and the US Department of Housing and Urban Development (HUD) subsequently approved—a \$31 million HOPE VI Revitalization Grant for Horizon Village to revitalize an area that includes Spruill Avenue. To date, NCHA and its partners have spent over \$70 million improving this area based upon assurances that the Spruill corridor would be further developed to insure an environmentally safe & healthy community thoroughfare conducive to pedestrian and low-speed vehicle traffic with a future cross-connection to the Navy Base & North</p>	

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>Charleston Riverfront Park. (NCHA)</p> <p>24) Based upon those assurances, two senior residences were constructed along Spruill Avenue in 2007 with federal & private funds to provide very low and low income persons with much needed rental housing. These two buildings alone provide homes for 104 seniors. As well, in 2003 the County School Board spent \$2.8 million to refurbish the Ronald McNair Elementary School and the new owners of the Pine Crest Apartments have invested heavily to enhance their market rate apartment community. (NCHA)</p> <p>25) The [REDACTED] is the owner of property which is located in the impact zone of the proposed Intermodal Container Transfer Facility. Prior to the proposal of the Project, the surrounding area had been undergoing revitalization due to the redevelopment of the area with a focus on residential and commercial usage. Many of the residents and businesses located in the surrounding area either moved to the area, or continued being located in the area, based on the reliance that the residential and commercial redevelopment and renewal would continue. Though the full extent of planned redevelopment has not occurred, the area has undergone a significant amount of revitalization.</p> <p>26) The [REDACTED] believes that the existing character of the community cannot be maintained if the Project is allowed to proceed as proposed. Further, the [REDACTED] will be impacted financially by the Project, due to the resulting reduction in membership, the impaired access to its property due to the reconfiguration of the roads, and the overall decline in property values in the area. In the event the [REDACTED] suffers economic harm due to the Project, it may be forced to seek compensation in order to protect the interests of its members.</p> <p>27) If the Project moves forward as currently planned, the surrounding area will ultimately become industrial. Not only will this change the current character of the area, but it will lead to a significant decline in property values. Further, the [REDACTED] Credit Union's purpose is to serve its members, and many of its members live and work in the</p>	

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>surrounding area. The negative impact the Project will have on the area, especially with regard to the new traffic patterns, will adversely affect the Credit Union's membership.</p> <p>The impacts of the Project will diminish the economic productivity and socioeconomic quality of the area..</p> <p>28) I support the huge economic opportunity of an enlarged Charleston and South Carolina port to be ready for the increase in port/shipping traffic related to the changes in the Panama canal.</p>	
Land Use	<p>1) . . . Along with the transition of the surrounding area from commercial and residential to industrial, land use and zoning regulations will be impacted, and the public health and safety of the area will probably decline.</p> <p>2) The property at 4251 & 4255 Spruill Avenue is currently zoned B-1. As it is so close to the new railroad spur, I would like to request a change in zoning to these parcels to industrial to more accurately reflect the use of this area going forward. I support the huge economic opportunity of an enlarged Charleston and South Carolina port to be ready for the increase in port/shipping traffic related to the changes in the Panama canal.</p> <p>3) Now, what concerns us is that all of the property that is involved here is the subject of covenants and restrictions that Noisette established that envisioned things far different than what we have here and somehow, somehow those are being ignored and we would like for someone to answer for that and see how that has occurred . . . [the remainder of this comment is not germane to our EIS]</p> <p>4) The construction and operation of the proposed rail yard will undoubtedly negatively and dramatically affect the character of [REDACTED] property. The proposed rail traffic and rail yard activities will decrease access to [REDACTED] property and adversely impact [REDACTED] use and enjoyment of its property. The proposed rail yard is a drastic departure from the original neighborhood plan goals. Moreover, the proposed rail yard and</p>	6

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>anticipated rail traffic is entirely inconsistent with the intent and design [REDACTED] building. As such, [REDACTED] requests that the Corps provide [REDACTED] with the opportunity to participate in decision-making process and provide input into how the proposed rail yard will affect the cohesion, environment, health of its community and property. If the construction and operation of the proposed rail yard will not provide the tenants of [REDACTED] with a safe environment in which to live and work, Palmetto Railways and any other responsible parties should be mandated to compensate [REDACTED] for its losses.</p> <p>5) The Credit Union is the owner of property which is located in the impact zone of the proposed Intermodal Container Transfer Facility. Prior to the proposal of the Project, the surrounding area had been undergoing revitalization due to the redevelopment of the area with a focus on residential and commercial usage. Many of the residents and businesses located in the surrounding area either moved to the area, or continued being located in the area, based on the reliance that the residential and commercial redevelopment and renewal would continue. Though the full extent of planned redevelopment has not occurred, the area has undergone a significant amount of revitalization.</p> <p>6) However, the Project as planned is not in accordance with the existing character of the community. Conversely, the Project's focus is on expanding the industrial nature of the area. The impact that the Project will have on the surrounding area could be detrimental, since the industrial character of the Project is not aligned with the area's existing commercial and residential development plan.</p> <p>If the Project moves forward as currently planned, the surrounding area will ultimately become industrial. Not only will this change the current character of the area, but it will lead to a significant decline in property values. Further, the Credit Union's purpose is to serve its members, and many of its members live and work in the surrounding area. The negative impact the Project will have on the area, especially with regard to the new traffic</p>	

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>patterns, will adversely affect the Credit Union's membership.</p> <p>The [REDACTED] believes that the existing character of the community cannot be maintained if the Project is allowed to proceed as proposed.</p>	
Cultural Resources	<p>1) Historic buildings: the demolition of or significant impacts to potentially historic structures must fully evaluated by the State Historic Preservation Officer (SHPO) for proper treatment prior to the review for consistency or impacts should be avoided altogether based upon SHPO's analysis of the historic value of each structure. (SCDHEC)</p>	1
Health and Safety	<p>1) . . . Along with the transition of the surrounding area from commercial and residential to industrial, land use and zoning regulations will be impacted, and the public health and safety of the area will probably decline.</p> <p>2) When investing nearly a half million dollars in the Park Circle area I never imagined I would be sitting at a meeting giving comments about my concerns of a railway going through my backyard marsh. Please consider what will be offered to our neighborhood to naturally block noise, the view of double decker trains going through the creek and tidal marsh as well as the pollution that will undoubtedly have an effect of my family's health. . . . When addressing pollution please consider noise of engines, whistles (which was promised to be eliminated) lights and fuel emissions. As well as more environmental friendly trains such as monorail etc.</p> <p>3) We have taken 2 years, in partnership with stable renters on Calvert and Orvid Streets to remediate the soil and restore a natural, healthy and quiet environment for animals, birds, insects, annual and perennial fruits, vegetables and herbs. Our organic community garden at 3107 North Carolina Avenue has become the neighborhood focal spot. Its impact will increase within the week as we are getting a brand new playground-the only one accessible to families in our neighborhood (east of Spruill Ave.). My concern is that the railway project will be detrimental to our efforts. Our stable residents who volunteer at the garden may decide to relocate</p>	9

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>rather than endure noise and air pollution. Air pollution would be harmful to our garden, rain water catchment and composting efforts. Children may also continue to play at the garden despite air quality issues because there isn't another positive outlet for them within walking distance. I'm here to keep neighborhood residents informed. We host monthly garden workdays and post info for them on a bulletin board and in our gazebo.</p> <p>4) At grade crossings can present safety concerns for any proposal that requires landside access to intermodal rail activities. The analysis of any at grade crossing needs to consider the location of the crossing, train operations, specific geometrics of the site (angle of the crossing and sight distance), projected volume, and possible auto delays and include evaluation of grade separations on a case-by-case basis before a decision is made.</p> <p>5) [REDACTED] has a plethora of concerns relative to the likely negative social, economic and environmental impacts of the proposed construction and planned future operation of the rail yard. First and foremost, [REDACTED] is apprehensive of the substantial negative health and safety impacts from the proximity to large-scale construction efforts and future heavy rail traffic. In addition to the proposed eventual heavy rail traffic centered on [REDACTED] doorstep, pursuant to the current plans for construction and operation of the proposed rail yard [REDACTED] and its tenants will be subjected to increased heavy truck traffic of trucks servicing the proposed railways and roadways being added to the CNC. The increase in truck traffic as well as future rail traffic will pose a safety hazard for tenants working in [REDACTED] building, in addition to the array of individuals that visits the [REDACTED] property on a regular business to conduct business. Consideration must be given to these and other concerns.</p> <p>6) Under the current plans for construction and operation of the proposed ICTF, [REDACTED] residents would most certainly be subjected to increased heavy truck traffic for trucks servicing the proposed ICTF and railways and roadways being added to the CNC. Although a traffic study is being conducted pursuant to the settlement between</p>	

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>Palmetto Railways and the City of North Charleston, [REDACTED] is informed that the results of the study are not expected for a long time, possibly years. Thus, to the extent that heavy trucks will be carrying raw materials and finished products to and from the ICTF, passing along Noisette Boulevard directly in front of West Yard Lofts or along nearby roads, the increase in traffic can pose a safety hazard for residents crossing Noisette Boulevard on foot or bicycle, to reach the park across the street. Consideration should be given to creating alternate heavy truck traffic routes within the CNC, adding stop lights, adding bridge overpasses over tracks, and creating a safe path for pedestrian traffic across Noisette Boulevard in front of [REDACTED].</p> <p>7) In addition, the proposed ICTF and railways leading in and out of the CNC, which oftentimes will be carrying lengthy trains, have the potential to block residents from moving freely in and out of [REDACTED] and the CNC, and to block emergency vehicles from reaching [REDACTED]. Thus, the Corps should consider creating routes for emergency vehicles to get in and out of the CNC should a fire or other emergency occur. A plan for addressing these traffic needs should be commissioned and completed, with sufficient time for resident review and input, and the roads and walkways should be constructed before train traffic is permitted to begin. Further, the Corps should consider the creation of an evacuation plan modified to address the construction of the ICTF and rail lines for the residents of West Yard Lofts in case such an emergency should occur.</p> <p>8) . . . Along with the transition of the surrounding area from commercial and residential to industrial, land use and zoning regulations will be impacted, and the public health and safety of the area will probably decline. The impacts of the Project will diminish the economic productivity and socioeconomic quality of the area.</p> <p>9) This Plan, if approved as proposed, would adversely affect the safe & healthy environment for those residing, attending school or conducting business on Spruill Avenue. Considering the large amount of commercially zoned land and existing rail</p>	

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	lines already on the old Navy Base, we feel it unnecessary and inappropriate to intentionally create an environmentally unfriendly corridor because it is "convenient". (NCHA)	
Air Quality	<p>1) Air Quality (high rate of asthma already);</p> <p>2) RWould [sic] electric vehicles (us. diesel for example) be sued? (for container transfers, etc.).</p> <p>3) When investing nearly a half million dollars in the Park Circle area I never imagined I would be sitting at a meeting giving comments about my concerns of a railway going through my backyard marsh. Please consider what will be offered to our neighborhood to naturally block noise, the view of double decker trains going through the creek and tidal marsh as well as the pollution that will undoubtedly have an effect of my family's health. . . . When addressing pollution please consider noise of engines, whistles (which was promised to be eliminated) lights and fuel emissions. As well as more environmental friendly trains such as monorail etc.</p> <p>4) We have taken 2 years, in partnership with stable renters on Calvert and Orvid Streets to remediate the soil and restore a natural, healthy and quiet environment for animals, birds, insects, annual and perennial fruits, vegetables and herbs. Our organic community garden at 3107 North Carolina Avenue has become the neighborhood focal spot. Its impact will increase within the week as we are getting a brand new playground-the only one accessible to families in our neighborhood (east of Spruill Ave.). My concern is that the railway project will be detrimental to our efforts. Our stable residents who volunteer at the garden may decide to relocate rather than endure noise and air pollution. Air pollution would be harmful to our garden, rain water catchment and composting efforts. Children may also continue to play at the garden despite air quality issues because there isn't another positive outlet for them within walking distance. I'm here to keep neighborhood residents informed. We host monthly garden workdays and post info for them on a bulletin board and in our gazebo.</p> <p>5) Researching and Understanding the Negative Impacts of the Rail Yard: A new rail facility brings</p>	18

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>concerns to a neighborhood around water, soil, and air quality, vibrations resulting from the coupling of trains which could affect the integrity of homes and other structures near the proposed rail yard. It is important that the plan presented present both baseline data for these issues as well as a proposal to continue studying them so that we can understand the true effects of the rail facility on the neighborhood.</p> <p>6) Trains, trucks and other rail yard equipment burn diesel fuel which can have a negative effect on air quality. At similar facilities in other parts of the nation trains are made to plug into electricity rather than idle with Diesel fuel burning and trucks are required to burn cleaner fuels.</p> <p>7) And the air pollution, the noise pollution, the vibration, the light and all the things we've talked about could not be more detrimental than they were here.</p> <p>8) Three, would add more environmental air pollution.</p> <p>Four, which will add more diseases such as asthma that will affect the people in the area.</p> <p>9) On average, trains are four times more fuel-efficient than trucks. That means moving freight by rail instead of truck reduces greenhouse gas emissions by 75 percent. According to Environmental Protection Agency (EPA) data, freight railroads account for a meniscal 0.6% of U.S. greenhouse gas emissions from all sources and just 2.3% of emissions from transportation-related sources. Trucks, on the other hand, account for 6% from all sources and 22% from transportation-related sources.</p> <p>Additionally, it's estimated that new EPA locomotive emission standards have reduced Particulate Matter by 90% and NOx by 80% compared to the previous standards.</p> <p>10) During both construction and operation of the proposed rail yard, [REDACTED] tenants will be subjected to constant and likely debilitating nuisance of ongoing noise pollution and vibrations from the construction activities and onslaught of rail</p>	

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>traffic, light pollution from the construction activities and the industrial lights illuminating the rail hub, and air and other pollution from various sources. The Corps should consider requiring soundproofing, buffering and lighting control to minimize the negative impacts of heavy industrial activities such as loading and unloading and night shift work, upon the adjacent property owners, including [REDACTED]. Waste disposal, parking for employees and heavy delivery trucks, and elimination of possible "attractive nuisances" should also all be considered in advance of any proposed construction and plans presented to adjacent land owners, including [REDACTED], in time to provide an opportunity for actionable feedback.</p> <p>11) The aesthetics of the area will more than likely deteriorate, and noise, vibrations and air pollution in the surrounding area will increase significantly.</p> <p>12) Asbestos and related air matters: it is advisable the applicant coordinate with the Agency's Bureau of Air Quality - Division of Air Compliance Management to plan for the proper removal or abatement and eventual disposal of any source of asbestos. Additionally, the applicant should coordinate with the Bureau of Air Quality for potential effects to air quality that would be a result of infrastructure related to construction activities. (SCDHEC)</p> <p>13) Air Toxics: EPA recommends that the Corps recognize that air toxics impacts are local in nature, unlike most criteria pollutants. Toxics sources and the locations of populations exposed should be identified in order to evaluate the potential impacts of toxics emissions. Comparisons between total emissions from regional activities and total emissions county-wide or state-wide are not meaningful because such comparisons do not address the local nature and impact of toxics and they compare the relatively small facility and distribution source area with the regional source area, which can be hundreds of square miles. (USEPA)</p> <p>14) Impacts of Alternatives: The Corps should compare the impacts of each of the alternatives</p>	

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>(including the no action alternative) at given points in the life of the project. NEP A requires comparison of no build and build scenarios. (USEPA)</p> <p>15) Emissions Inventory: Major air toxics and national ambient air quality standards (NAAQS) pollutant NEPA evaluations should include a detailed inventory of emissions and their locations so that an emission density map can be prepared. This inventory should be prepared to compare the potential impacts of the "no action" and each of the "action" alternatives. We recommend you work directly with EPA Region 4 to collaboratively determine the best screening tool. (USEPA)</p> <p>16) Mitigation Measures: The NEP A analysis should consider the potential for mitigation measures to reduce the emissions from the various sources. These mitigation measures should be identified and include a commitment that the appropriate measure(s) will be incorporated into the project if the emission reductions they accrue are the basis for selecting an alternative. (USEPA)</p> <p>17) Identification of Sensitive Receptors: Certain community populations are more vulnerable to air toxics and air pollutants such as schools, child care facilities, nursing homes, hospitals, etc. As a part of the air analysis, EPA recommends that the Corps identify sensitive receptors within the community. (USEPA)</p> <p>18) Collaborative Efforts: Through work being done in previous and continuing projects such as the Corps/South Carolina Ports Authority (SCP A) Charleston Harbor Post 45, EPA recommends the Corps build upon these analyses to yield a meaningful comprehensive air analysis. (USEPA)</p>	
Noise/Vibrations	<p>1) Sound/noise levels!</p> <p>2) Have heard current railyard neighbors complain of the CRASHES/huge vibrations. What will be done to avoid those? (I'm sure I'll have more questions as process cont.)</p> <p>3) When investing nearly a half million dollars in the Park Circle area I never imagined I would be sitting at a meeting giving comments about my concerns of a railway going through my backyard marsh. Please</p>	21

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>consider what will be offered to our neighborhood to naturally block noise, the view of double decker trains going through the creek and tidal marsh as well as the pollution that will undoubtedly have an effect of my family's health. . . . When addressing pollution please consider noise of engines, whistles (which was promised to be eliminated) lights and fuel emissions. As well as more environmental friendly trains such as monorail etc.</p> <p>4) We have taken 2 years, in partnership with stable renters on Calvert and Orvid Streets to remediate the soil and restore a natural, healthy and quiet environment for animals, birds, insects, annual and perennial fruits, vegetables and herbs. Our organic community garden at 3107 North Carolina Avenue has become the neighborhood focal spot. Its impact will increase within the week as we are getting a brand new playground-the only one accessible to families in our neighborhood (east of Spruill Ave.). My concern is that the railway project will be detrimental to our efforts. Our stable residents who volunteer at the garden may decide to relocate rather than endure noise and air pollution. Air pollution would be harmful to our garden, rain water catchment and composting efforts. Children may also continue to play at the garden despite air quality issues because there isn't another positive outlet for them within walking distance. I'm here to keep neighborhood residents informed. We host monthly garden workdays and post info for them on a bulletin board and in our gazebo.</p> <p>5) Researching and Understanding the Negative Impacts of the Rail Yard: A new rail facility brings concerns to a neighborhood around water, soil, and air quality, vibrations resulting from the coupling of trains which could affect the integrity of homes and other structures near the proposed rail yard. It is important that the plan presented present both baseline data for these issues as well as a proposal to continue studying them so that we can understand the true effects of the rail facility on the neighborhood</p> <p>6) What efforts are being taken to mitigate against the noise and vibration effects of the facility? The current plans calls for a wall sound barrier but will</p>	

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>still locate trains with 50 feet of neighborhood homes on the other side of that barrier. Tracks closest to homes are "lead tracks" which would presumably carry more traffic. Most rail yards operate round the clock-what will be done to mitigate against noise pollution during nighttime hours?</p> <p>7) Green Grove is located on the South end of North Charleston, sitting in the entrance of the CSX Bennett Yard Terminal. We have concerns about a new facility, since the expansion of the Port in the 1990's, our residents have had to endure several environmental issues on a daily basis. Our residents have observed structural damages to their homes which we feel are due to the vibration, traffic, and noise which are generated from CSX Terminal. CSX Terminal Yard conducted a noise/vibration study of the Green Cove Community, however they presented a general study which did not reflect the specific findings of our community.</p> <p>Expansion of the Port, opening of the new Port, and a new Intermodal Container Transfer Facility, our residents will have to endure increased number of trains, noise, vibrations and traffic. Green Cove residents will have an increased of environmental issues. The increase of noise and vibrations due to the coupling of trains will be extremely fierce along with higher volume of traffic [sic] running through our community from CSX Bennett Yard Road Terminal.</p> <p>8) We ask that the plan be carefully reviewed based on the direct negative impact the resident of Green Grove will have to endure and please consider how Green Grove can be relieved from the negative impact which will be generated from Palmetto Railways, CSX Transportation, and Norfolk Southern Railways. All I ask, that the decision be weighed on a equal and just scale.</p> <p>9) We are very concerned how reopening the railway line behind our property will negatively affect our renter's quality of life and our ability to rent the property. We have invested considerable time and money into the property to make it a very nice place for renters. I have read in the paper plans</p>	

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>for a sound wall to be included in the project, however, I'm unable to determine the planned placement of the wall. My question for you is: will there be a sound wall constructed behind the homes on Bexley street to protect the quality of life of the residents there?</p> <p>10) Train tracks seem to be a conduit for sound. Noise is channeled and unimpeded.</p> <p>Suggestion: Planting/retaining areas of high plant density at RR track turns is essential as a baffle.</p> <p>11) But I share the same concerns that my neighbors have with the other impacts that are potentially created by this project, you know, including the noise and potential pollution and other impacts</p> <p>12) And the air pollution, the noise pollution, the vibration, the light and all the things we've talked about could not be more detrimental than they were here.</p> <p>13) More noise, two.</p> <p>14) The other question is in our neighborhoods we put in the horn zones. And since we are going to have a lot of new trains at Bexley and those different crossings, I would think that should be something that they do in those neighborhoods since they are going to be going through neighborhoods to have the low impact horns when they cross streets like they do now on several of the roads in our neighborhood.</p> <p>15) The other thing I noticed and I learned from the ocean is that, you know, you can't impede Mother Nature. And sound travels very well over water. I'm very well used to a container hatch thumping and bumping. I sleep right through that. But the noise exposure that I did not expect is that from the traffic that's on 526 as it's elevated above the neighborhood.</p> <p>Secondly, I've come to notice that it turns out that, like water, train tracks are a high conductor of noise. I have actually been pretty surprised by the noise that can come from the terminal, from the intermodal that's actually on the other side of North Meeting. That sound filters right through the neighborhoods. And without forestry, without</p>	

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>houses that are flat, you know, that sound conducts very quickly through the neighborhoods. So sound impact is a key to me and the traffic impact is a huge key to me.</p> <p>16) My question is how would that effect additional trains utilizing, if they're going to utilize the CSX Terminal that's going to be leaving out of that yard, how many trains we will have to endure, additional trains?</p> <p>I have heard various conversation and talk about vibration and noise. To build trains -- I've lived there over 50 years, and the vibration and the noise is unbearable. We have been asking for certain type of relief. Now we are up against another proposal of additional trains. One house lives approximately 60 feet from where the trains are being built, the couplings, the trains being idle, 1:00, 2:00 in the morning. It's just unbearable. It's almost like a hurricane every single day. And that's the kind of impact it's going to be, because I have to live through it, so I know how it is to have to endure and live that close to a train path.</p> <p>But, you know, I am concerned about if you're going to utilize the CSX rails, how will it affect the Bennett Yard Road, Green Grove Community which already has negative impact from the CSX Railway.</p> <p>17) In order to receive this Private/Government financing, several environmental reviews were conducted. A major concern expressed was the noise level along the Spruill corridor. Traffic and noise studies were mandated and completed. We received a letter from CSX attesting that the rail line along Spruill was inactive and that there were no plans to activate this line. HUD, SC State Housing Finance & Development Authority, private financing institutions and other funding sources relied on this information to underwrite their investments. It is a possibility that if the noise levels exceed HUD's acceptable levels for healthy living, the subsidies that allow low income persons to have Class "A" housing would be stopped. (NCHA)</p> <p>18) During both construction and operation of the proposed rail yard, [REDACTED] tenants will be subjected to constant and likely debilitating</p>	

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>nuisance of ongoing noise pollution and vibrations from the construction activities and onslaught of rail traffic, light pollution from the construction activities and the industrial lights illuminating the rail hub, and air and other pollution from various sources. The Corps should consider requiring soundproofing, buffering and lighting control to minimize the negative impacts of heavy industrial activities such as loading and unloading and night shift work, upon the adjacent property owners, including [REDACTED]. Waste disposal, parking for employees and heavy delivery trucks, and elimination of possible "attractive nuisances" should also all be considered in advance of any proposed construction and plans presented to adjacent land owners, including [REDACTED], in time to provide an opportunity for actionable feedback.</p> <p>What considerations are being made to protect the conditions and quiet enjoyment currently in existence in the CNC, and especially by [REDACTED] of its property?</p> <p>What protections will be put in place to protect [REDACTED] and its tenants from nuisances associated with the proposed construction activities and future planned operation of the rail yard?</p> <p>19) During both construction and operation of the proposed ICTF, the residents of [REDACTED] will be subjected to noise pollution and vibration from the construction activities and rail cars, light pollution from the construction activities and the "stadium style" lights at the rail hub, and air and other pollution from various sources. The Corps should consider requiring soundproofing, buffer zones and lighting control to minimize the negative impacts of heavy industrial activities such as loading and unloading and night shift work, upon the adjacent property owners, including [REDACTED]. Waste disposal, parking for employees and heavy delivery trucks, and elimination of possible "attractive nuisances" should all be considered in advance and plans presented to adjacent land owners with an opportunity to provide feedback.</p> <p>20) The aesthetics of the area will more than likely deteriorate, and noise, vibrations and air pollution in</p>	

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>the surrounding area will increase significantly. (NCHA)</p> <p>21) We need quiet zones at Bexley St. and at Ohear Ave and at Virginia Ave.</p>	
<p style="text-align: center;">Aesthetics/Visual Resources</p>	<p>1) Light pollution!</p> <p>2) When investing nearly a half million dollars in the Park Circle area I never imagined I would be sitting at a meeting giving comments about my concerns of a railway going through my backyard marsh. Please consider what will be offered to our neighborhood to naturally block noise, the view of double decker trains going through the creek and tidal marsh as well as the pollution that will undoubtedly have an effect of my family's health. . . . When addressing pollution please consider noise of engines, whistles (which was promised to be eliminated) lights and fuel emissions. As well as more environmental friendly trains such as monorail etc.</p> <p>3) Most rail yards operate round the clock with stadium style lights. What will be done to preserve the nighttime aesthetic for the neighborhood?</p> <p>4) I guess what I wanted to share tonight is the north end of the base, the Navy Yard project is what really brought me into the Park Circle neighborhood a few years ago when I moved to North Charleston. And I was really attracted to all of the wonderful things that are happening out at the Navy Yard. And one of those things, for me, is the wildlife and the beauty of Noisette Creek and all the natural systems that are on the end of the base.</p> <p>I like to spend my Saturday mornings taking a kayak out to Noisette Creek and sitting there in the tidal marsh watching all the wildlife and all the interesting things that are happening at the Navy Yard. So part of my concern is what impact the rail has on what I think are very important natural systems and what impact that has on wildlife.</p> <p>I think I speak on behalf of my neighbors and say there's still not a lot of clarity as to what development in the north end will look like surrounding this project, and so there are just a lot of questions of what it will look like and what are those impacts on us.</p>	<p style="text-align: center;">13</p>

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>5) And I would be interested to know if anyone from Noisette is here because I think they're an important entity of what has made this place what it is. And I will tell you that Noisette came in, as you might know, and established the New American City and they sold it to a lot of people, including my clients who spent more than \$4 million taking the old post office to make it a beautiful place overlooking what was going to be the World of the Future, as Noisette described it.</p> <p>And I don't know if you've seen the pictures that Noisette has offered, but they're quite lovely. And as it turns out, Noisette apparently was not up to the task of doing what they should do. Unfortunately, many people invested in it.</p> <p>And what happens is most unfortunately the location of our building could not be more critically and detrimentally located. I don't know if you know where the old post office is. But if you will look at this line here, this line, and as you will see, we are absolutely overlooking the six or seven or eight lines that become twenty lines or twenty-five or however many it becomes. And so what we are going to see instead of the New American City is the constant flow of rail traffic and it's all going to be taken out and put back there.</p> <p>And the air pollution, the noise pollution, the vibration, the light and all the things we've talked about could not be more detrimental than they were here.</p> <p>6) In addition to the purely ecological benefits of focusing mitigation efforts in Noisette Creek, it is also located near Riverfront and Woodahl Parks and the Park Circle Charleston Heights neighborhoods. As Bryan Cordell pointed out at the public meeting, Noisette Creek is used by the community for recreational purposes such as kayaking, fishing, and wildlife observation. Making Noisette Creek the focus of a mitigation project would further encourage such uses and improve the quality of life for those living in the surrounding areas.</p> <p>7) During both construction and operation of the proposed rail yard, [REDACTED] tenants will be subjected to constant and likely debilitating</p>	

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>nuisance of ongoing noise pollution and vibrations from the construction activities and onslaught of rail traffic, light pollution from the construction activities and the industrial lights illuminating the rail hub, and air and other pollution from various sources. The Corps should consider requiring soundproofing, buffering and lighting control to minimize the negative impacts of heavy industrial activities such as loading and unloading and night shift work, upon the adjacent property owners, including [REDACTED]. Waste disposal, parking for employees and heavy delivery trucks, and elimination of possible "attractive nuisances" should also all be considered in advance of any proposed construction and plans presented to adjacent land owners, including [REDACTED], in time to provide an opportunity for actionable feedback.</p> <p>8) The aesthetics of the area will more than likely deteriorate, and noise, vibrations and air pollution in the surrounding area will increase significantly.</p>	
<p>Traffic/Transportation</p>	<p>1) My concern is where the trains will leave Virginia Ave. area and reconnect with the main line. I live near the N-Rhett rail crossing. Will they be short trains, fast trains, long/short, double stacked?</p> <p>2) I have a secondary concern about access to our neighborhood from 526 with railway blocking both exits and train traffic about to explode.</p> <p>3) Green Grove is located on the South end of North Charleston, sitting in the entrance of the CSX Bennett Yard Terminal. We have concerns about a new facility, since the expansion of the Port in the 1990's, our residents have had to endure several environmental issues on a daily basis. Our residents have observed structural damages to their homes which we feel are due to the vibration, traffic, and noise which are generated from CSX Terminal. CSX Terminal Yard conducted a noise/vibration study of the Green Grove Community, however they presented a general study which did not reflect the specific findings of our community.</p> <p>Expansion of the Port, opening of the new Port, and a new Intermodal Container Transfer Facility, our residents will have to endure increased number of</p>	<p>22</p>

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>trains, noise, vibrations and traffic. Green Grove residents will have an increased of environmental issues. The increase of noise and vibrations due to the coupling of trains will be extremely fierce along with higher volume of traffic running through our community from CSX Bennett Yard Road Terminal.</p> <p>We ask that the plan be carefully reviewed based on the direct negative impact the resident of Green Grove will have to endure and please consider how Green Grove can be relieved from the negative impact which will be generated from Palmetto Railways, CSX Transportation, and Norfolk Southern Railways. All I ask, that the decision be weighed on a equal and just scale.</p> <p>4) I would like to request that you extend the boundary of your study to include the area along Virginia Avenue. The boundaries as they are now stop at the connection point of the track that will connect near the corner of Buist and Virginia. The reason the area needs to be enlarged to include this area is that the existing rail line at that location does not have the same level of traffic that it will when the new rail terminal is included. It already is an area filled with noise pollution from the rail lines and will only get worse unless the mitigation efforts begin now.</p> <p>5) Park Circle is surrounded by train tracks and it's like rolling the dice as to which inlet/outlet one should take to not encounter a train both residential and emergency vehicles.</p> <p>6) And what happens is most unfortunately the location of our building could not be more critically and detrimentally located. I don't know if you know where the old post office is. But if you will look at this line here, this line, and as you will see, we are absolutely overlooking the six or seven or eight lines that become twenty lines or twenty-five or however many it becomes. And so what we are going to see instead of the New American City is the constant flow of rail traffic and it's all going to be taken out and put back there.</p> <p>7) My main concern is the proposed rail Y at Spruill Avenue and Bexley and just thinking about the time of maybe starting and stopping of train traffic there</p>	

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>along with road traffic. Also our facility is about 100,000 square feet of warehouses that run all along Aragon Avenue, which is a dead end. And we share one side of the street and we own one side of the street. The City of North Charleston is on the other side, but they are soon to be leaving. It puts us on a dead-end without much leverage.</p> <p>And we depend on traffic from contractors. We're a wholesale company. And part of the project will be a spur that goes right through the middle of my property which is a right-of-way already owned by the rail company which, you know, has always been there. But we're concerned about access to and from our facility for our customers . . . [restatement of above]. . . . There is no in or out without having to cross a train track.</p> <p>8) Number one, the railroad will add more trucks to the Navy Yard access road and other communities will also be affected.</p> <p>9) My concern is about our neighborhood being locked in at Saint Johns and O'Hare when the circle goes in at the end. There is a gate and there's a possibility they won't be able to open that.</p> <p>10) I believe the EIS analysis should consider and disclose a sensitivity analysis making assumptions of the potential volumes of freight that will move via this terminal broken down by A, letter A, containerized and non-containerized freight moving through. . . . This is where A begins. A, the Ports Authority, the SPA's new Navy Base Container Terminal; B, the SPA's Columbus Street Terminal; C, the SPA's North Charleston Terminal; D, the SPA's Wando Terminal; and E, the SPA's Veterans Terminal which is clearly marked as a ro-ro terminal to handle automobiles, trucks, bulldozers and other rolling stock and out-of-gage cargoes like wind turbine blades, motor boats and yachts . . . [next paragraph is not germane to this project].</p> <p>11) I would love to find a happy medium between the two, but I also now notice that in certain instances that I might as well live on the other side of a bridge from where I work now because of the train traffic that either happens to me when I move southward to bypass I-26 to get to my offices</p>	

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>downtown, or if I go north to go to Mount Pleasant, I encounter train traffic at North Rhett at 526. The other issue there is that 526 was not built from a standpoint of -- on course to handle the load of traffic that's going on and off of 526 at that junction. When there is a rail -- when there is a train at the North Rhett 526 junction area, things literally lock up for a certain period of time well after the train is gone in peak hours of commuter congestion. . . . Again, I've noticed in the world of the financial markets that stability is always appreciated. And if I knew the train schedule when it came to CSX and Norfolk Southern and I knew the trains were going to be coming through on the south end at one point and they were going to be coming though the north end at one point, that's a little bit different story in planning one's commute. But not knowing will I be cut off on the south, the north and I really think the volume of traffic is going to be a lot higher than it is estimated here.</p> <p>12) I guess my comment is on the traffic because I'm looking at Spruill Avenue being downgraded to a two-lane highway from Union Heights all the way up to I guess that's Durant. And if traffic is to get stopped by a train there, you are going to have a bottleneck that's going to be out of this world.</p> <p>We're already having problems traversing the road from left to right, up, downtown, whatever. And supposedly it was about a bike lane, but I really think it was about this whole thing coming in.</p> <p>13) A single freight train can take the load of several hundred trucks off our already-stressed highways, thereby reducing the pressure to build new roads and lessening the strain on existing roads. Clearly, rail is the most environmentally sound way to move freight over land. The ICTF will facilitate that movement off the old Navy Base in a responsible and environmentally sensitive manner.</p> <p>14) We have been consistent in our position that any project potentially involving right-of-way controlled by [REDACTED] must be addressed through our principles of uncompromised safety; capacity for current and future needs; no subsidization by the company; and liability protection. The proposed ICTF includes</p>	

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>proposals located on █████-controlled right-of-way and would require █████ approval. Similarly, the proposed plans also show the use of the NCTC right-of-way. NCTC is jointly owned by █████ and any use of NCTC property would require NCTC approval.</p> <p>15) A second concern relates to the residents of St. Johns Avenue. NCHA operates a mixed-finance housing complex called Phoenix Apartments. NCHA is concerned about the proposed cul-de-sac that will eliminate a vital connection for its residents. This configuration will decrease the ability for emergency vehicles to reach residents along St. Johns Avenue and will lead to an increase in crime. (NCHA)</p> <p>16) The proposed rail yard and railways (oftentimes carrying trains up to two miles long) leading into and out of the CNC have the potential to block tenants and visitors from moving freely in and out of █████ property and many even block emergency vehicles from reaching the property and those in the building. Therefore, the Corps should take the obstructive presence of two mile long "train-walls" into consideration when assessing safety concerns and work to creating routes and access for emergency vehicles to get in and out of the CNC should an emergency occur. A plan for addressing these issues should be commissioned and completed, within sufficient time for █████ review and input (prior to construction of rail yard).</p> <p>What are the plans for the construction of roads allowing residents and emergency vehicles access to the █████ building?</p> <p>What emergency plans are being considered in case of a natural or other disaster for evacuating █████ tenants - in the event trains are blocking ingress or egress points to █████ building? (Stair)</p> <p>17) Access from I-26 at Cosgrove Ave. is a major concern due to the physical limitations of that intersection. The tight cloverleaf and limited merge lanes are difficult and dangerous to navigate. Cosgrove Ave. itself is not wide enough to accommodate the projected volume of traffic.</p> <p>The Westbound traffic exiting from I-26 onto Cosgrove Ave. is difficult to navigate even today due</p>	

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>to the volume of traffic and the design of the intersection and the lack of a merge lane onto Cosgrove.</p> <p>The Exit Ramp from Eastbound I-26 onto Cosgrove Avenue is a very tight cloverleaf turn, difficult and dangerous for large, heavy vehicles. Additionally there is very little merge lane for a large vehicles or the same direction traffic to maneuver.</p> <p>Both directions of traffic have very little in the way of a merge lane and both meet very quickly.</p> <p>In summary the intersection of I-26 and Cosgrove Avenue as it is currently configured cannot accommodate the volume of large-vehicle traffic projected to move through it. A new, completely re-configured intersection is necessary to safely accommodate the trucks and ensure smooth traffic conditions on I-26. We also believe a fly over for Azalea Avenue will improve the flow of traffic on Cosgrove Avenue. Additionally Cosgrove Avenue must be able to safely accommodate the traffic. As it is currently designed, we don't feel the trucking community or automobile drivers will safely mesh. We recommend it be widened to 6 lanes (3 in each direction) to accommodate the personal vehicles and the ICTF bound traffic and its projected volumes.</p> <p>Access to the ICTF via the Proposed New SCSA Terminal access road. We are unable to determine the design of the intersection(s) to move truck traffic safely from the Port Access Road to get to the ICTF. Our questions include: How will the intersections work?</p> <p>Will the "exit" from the Port access road to the road to get to the ICTF be sufficient in length and straight enough to accommodate large vehicles?</p> <p>Will trucks have to cross traffic?</p> <p>Will the intersections be able to accommodate large volumes as projected by the ICTF in addition to the traffic destined to the new Port Terminal.?</p> <p>Will the new port road have three lanes to accommodate the volume?</p> <p>The proposed design of this intersection should be</p>	

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>presented to all stakeholders.</p> <p>Lack of Access from I-526. We are astounded that no access to the ICTF is available from I-526. Truck traffic between the ICTF and the Wando and North Charleston Terminals would be better served via Virginia or North Rhett Avenues than via I-26. The additional distance required traveling all the way to I-26/Cosgrove or I-26/proposed port access road will result in higher costs in time, miles, congestion, and traffic. (See attached sketched map.) It is in the best interest of the business community, other road users, and the residents of Charleston County to route truck traffic as efficiently as possible. Access to the ICTF would be better handled and more-efficiently distributed from I-526. The accesses from I-26 should operate as back up or additional access points at times of high volume or in the case of accidents on I-526. The lost productivity for automobiles, trucks, businesses and society as a whole is greatly impacted by traffic congestion. Access to the ICTF from I-526 is a necessity and benefit to the entire Charleston area.</p> <p>18) Now, the proposed ICTF project is expected to significantly impact [REDACTED]. Residents of [REDACTED] will be forced to live in close proximity to heavy industrial construction and then heavily used rail lines. Upon information and belief, the rail lines will support double-stacked containers on rail cars coupled up to a mile in length, moving in and out of the hub twenty-four hours a day and operating under "stadium style" lights at night. Therefore, legitimate concerns about the impacts of the ICTF and related changes to the planned development that are being raised by [REDACTED] and the residents, as well as other owners and residents within the CNC who established their homes and businesses in and around the CNC before plans for the ICTF were made public, need to be addressed prior to construction of the ICTF.¹</p> <p><small>1 Representatives on behalf of [REDACTED] have been closely involved with Palmetto Railway's plans to alter the landscape of the area over the last couple of years. [REDACTED] is a party in the pending lawsuit involving Palmetto Railways and various residents and property owners in the CNC, and has appealed the City of North Charleston's decision to re-zone certain property with CNC from Planned Development to Heavy Industrial. [REDACTED]'s Resident Manager attended the Public Scoping meeting on November 14, 2013, to gather information upon which this public</small></p>	

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>comment is being submitted.</p> <p>Under the current plans for construction and operation of the proposed ICTF, ██████████ residents would most certainly be subjected to increased heavy truck traffic for trucks servicing the proposed ICTF and railways and roadways being added to the CNC. Although a traffic study is being conducted pursuant to the settlement between Palmetto Railways and the City of North Charleston, ██████████ is informed that the results of the study are not expected for a long time, possibly years. Thus, to the extent that heavy trucks will be carrying raw materials and finished products to and from the ICTF, passing along Noisette Boulevard directly in front of ██████████ or along nearby roads, the increase in traffic can pose a safety hazard for residents crossing Noisette Boulevard on foot or bicycle, to reach the park across the street. Consideration should be given to creating alternate heavy truck traffic routes within the CNC, adding stop lights, adding bridge overpasses over tracks, and creating a safe path for pedestrian traffic across Noisette Boulevard in front of ██████████.</p> <p>In addition, the proposed ICTF and railways leading in and out of the CNC, which oftentimes will be carrying lengthy trains, have the potential to block residents from moving freely in and out of ██████████ ██████████ and the CNC, and to block emergency vehicles from reaching ██████████. Thus, the Corps should consider creating routes for emergency vehicles to get in and out of the CNC should a fire or other emergency occur. A plan for addressing these traffic needs should be commissioned and completed, with sufficient time for resident review and input, and the roads and walkways should be constructed before train traffic is permitted to begin. Further, the Corps should consider the creation of an evacuation plan modified to address the construction of the ICTF and rail lines for the residents of ██████████ in case such an emergency should occur.</p> <p>What are the plans for the construction of roads allowing residents and emergency vehicles access to ██████████?</p> <p>What emergency plans are being considered in case</p>	

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>of a natural or other disaster for evacuating █████ residents, in light of potential modifications within CNC to accommodate the ICTF?</p> <p>19) The negative impact the Project will have on the area, especially with regard to the new traffic patterns, will adversely affect the █████ membership.</p> <p>The Project will materially and dramatically increase the traffic congestion in the area. Additionally, the traffic flow will be negatively impacted due to the loss of an intersection as a result of the re-routing of McMillan Avenue.</p> <p>20) My question is how would that effect additional trains utilizing, if they're going to utilize the CSX Terminal that's going to be leaving out of that yard, how many trains we will have to endure, additional trains?</p> <p>21) My concern is the closing off St. Johns as that leaves up only Ohear Ave as an entrance and exit. There is always the possibility that a train will block the road and we will not be able to enter or exit. This also closes us out for emergency services. There needs to be an additional entrance exit provided.</p> <p>22) Similarly, the EIS should take into account the connectivity and cumulative nature of the project in light of other major regional transportation issues. Understandably, this project is directly linked to the new port facility located at the south end of the former Naval Base and is proposed to address immediate transportation concerns related to the new port facility. However, it is other regional issues that the EIS should address to include potential impacts to existing transportation infrastructure (highway and rail). Long range transportation plans should be included in the EIS. (SCDHEC)</p>	
<p style="text-align: center;">Environmental Justice/Protection of Children</p>	<p>1) We have taken 2 years, in partnership with stable renters on Calvert and Orvid Streets to remediate the soil and restore a natural, healthy and quiet environment for animals, birds, insects, annual and perennial fruits, vegetables and herbs. Our organic community garden at 3107 North Carolina Avenue has become the neighborhood focal spot. Its impact will increase within the week as we are getting a</p>	<p style="text-align: center;">4</p>

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>brand new playground-the only one accessible to families in our neighborhood (east of Spruill Ave.). My concern is that the railway project will be detrimental to our efforts. Our stable residents who volunteer at the garden may decide to relocate rather than endure noise and air pollution. Air pollution would be harmful to our garden, rain water catchment and composting efforts. Children may also continue to play at the garden despite air quality issues because there isn't another positive outlet for them within walking distance. I'm here to keep neighborhood residents informed. We host monthly garden workdays and post info for them on a bulletin board and in our gazebo.</p> <p>2) Aside from the obvious impacts to the environment, [REDACTED] urges the Corps to consider the environmental justice impacts of the construction and operation of the proposed ICTF on the low income residents of [REDACTED]. [REDACTED] was constructed under an Agreement as to Restrictive Covenants dated October 2008 between [REDACTED] and the Authority which states "that for a period of twenty (20) years, which period shall begin on March 11,2011, and end on March 11, 2031, [REDACTED] shall be used solely for the purpose of providing housing to members of very low income families . . . and lower income families . . . within the meaning of the HOME Regulations. . . ." The October 2008 Agreement is in effect for seventeen more years. At the time the October 2008 Agreement was entered into, [REDACTED] certainly did not anticipate the development of an ICTF or the anticipated freight-related facilities adjacent to the ICTF that would include warehousing and distribution facilities, as well as transloading and other freight related industrial facilities.</p> <p>The construction and operation of the proposed ICTF could negatively and disproportionately affect the character of the [REDACTED] community by displacing households, disrupting community cohesion, and separating residents from community resources and commercial services. The ICTF will also increase traffic and decrease access to transit, bicycle and pedestrian opportunities. The proposed ICTF is not consistent with the original neighborhood</p>	

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>plan goals and [REDACTED] residents may be less able to respond or adapt to the adverse impacts than other residents within the affected area. [REDACTED] requests that the Corps provide [REDACTED] residents with the opportunity to participate in decision-making process and provide input into how the proposed ICTF will affect the cohesion, environment and health of their community. If the construction and operation of the proposed ICTF will not provide the residents of [REDACTED] with a reasonably safe and similar environment in which to live as they have enjoyed since 2011 , then Palmetto Railways should be required to Palmetto Railways be required to develop a plan to furnish alternative low-income housing nearby for departing residents.</p> <p>What considerations are being made to the environmental justice impacts of the proposed use of the property on low-income residents of [REDACTED]?</p> <p>3) Identification of EJ communities: EPA recommends that the Corps identify EJ communities likely to be impacted by the proposed project. It would be helpful if these communities are located on a project map illustrating the proximity to the proposed project. (USEPA)</p> <p>4) EJ Community Outreach: EPA recommends that the Corps proactively outreach to the EJ communities close to the proposed project. It is our understanding that the Corps has built relationships with various EJ communities within the North Charleston area as a result of other recent permit actions. EPA recommends that the Corps build upon these relationships and meaningfully engage EJ communities early within the NEP A process to better understand any possible concerns. (USEPA)</p>	
Soil	<p>1) Researching and Understanding the Negative Impacts of the Rail Yard: A new rail facility brings concerns to a neighborhood around water, soil, and air quality, vibrations resulting from the coupling of trains which could affect the integrity of homes and other structures near the proposed rail yard. It is important that the plan presented present both baseline data for these issues as well as a proposal to continue studying them so that we can understand the true effects of the rail facility on the</p>	1

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	neighborhood.	
Water Quality	<p>1) Researching and Understanding the Negative Impacts of the Rail Yard: A new rail facility brings concerns to a neighborhood around water, soil, and air quality, vibrations resulting from the coupling of trains which could affect the integrity of homes and other structures near the proposed rail yard. It is important that the plan presented present both baseline data for these issues as well as a proposal to continue studying them so that we can understand the true effects of the rail facility on the neighborhood.</p> <p>2) The rail yard will be built on top of a tidal basin that runs through the Chicora Community (Quitman's Marsh) what efforts will be made to keep the water quality clean in this area?</p> <p>3) Finally, we would also like to take this opportunity to request more information regarding stormwater discharges from the proposed facility as it becomes available during the NEPA process. The Corps and Palmetto Railways should consider that 401 water quality "[c]ertification will not be issued unless [the Department of Health and Environmental Control] is assured appropriate and practical steps including stormwater management will be taken to minimize adverse impacts on water quality and the aquatic ecosystem." S.C. Code Ann. Regs. 61-101(F)(6).</p> <p>4) The Bureau of Water must take certification action on all Federal 404 permit applications for the discharge of dredged or fill material to waters or wetlands of the State. Therefore it is advisable that coordination takes place with the Water Quality [DHEC] staff. (SCDHEC)</p>	4
Flooding/Sea level Rise	<p>1) Important for me to impart now is critical planning to mitigate flooding during severe weather. We have a great opportunity now to innovate and plan ahead for future sea level rises and increasingly powerful hurricanes. As a formerly 100 ton licensed captain, I learned no one can predict nor control the power of water and weather. The lessons from New Orleans show that, just like sound, water will travel up or be impeded by rail lines. The natural impediments and topography that marsh and forests</p>	3

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>provide greatly reduce a hurricanes damage and power. Rail lines, much like the pipelines from the gulf thru the Mississippi coastal marshes, allow storm surges to travel further inland. With good planning rail lines could be designed to help mitigate flooding with drainage or inflow impediments.</p> <p>As sea levels rise and the fact that Charleston is overdue for another Hurricane Hugo or worse. The harbor is a natural basin and its tributaries promote flooding further inland. Proactive planning by your team now will be saving a lot of work for Charleston Districts Corps later!</p> <p>2) [REDACTED] and others believe that the environmental impacts of the construction and operations of the proposed rail yard are extensive, and become all the more disconcerting when combined with inevitable storm surges and flooding. Any hazardous materials utilized during the construction or operation of the rail yard, as well as the materials and substances transported by rail, and precautions and safety measures must be established to protect against and prevent leaks or spills onto the subsurface soil and into the groundwater. The Corps should develop mitigation plans incase such incidents occur and should permit adjacent landowners, including [REDACTED], an opportunity to provide actionable feedback prior to implementation of the same. Regardless of the blatant impacts to the environment that will be caused by the proposed construction and planned operation of the rail yard, [REDACTED] implores the Corps to consider the environmental justice impacts of the construction and operation of the proposed rail yard on the inhabitants of the [REDACTED] building on a daily basis.</p> <p>3) [REDACTED] believes that the environmental impacts of the construction and operation of the ICTF are far-reaching, and have the potential to escalate when combined with inevitable storm surges and flooding. Any hazardous materials utilized during the construction or operation of the ICTF should be protected and not permitted to spill or leak into the subsurface soil or groundwater. The Corps should develop mitigation plans in case such incidents should occur and should permit adjacent</p>	

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	landowners an opportunity for feedback.	
Waters of the U.S.	<p>1) I guess what I wanted to share tonight is the north end of the base, the Navy Yard project is what really brought me into the Park Circle neighborhood a few years ago when I moved to North Charleston. And I was really attracted to all of the wonderful things that are happening out at the Navy Yard. And one of those things, for me, is the wildlife and the beauty of Noisette Creek and all the natural systems that are on the end of the base.</p> <p>I like to spend my Saturday mornings taking a kayak out to Noisette Creek and sitting there in the tidal marsh watching all the wildlife and all the interesting things that are happening at the Navy Yard. So part of my concern is what impact the rail has on what I think are very important natural systems and what impact that has on wildlife.</p> <p>2) As the public notice states, approximately six acres of wetlands adjacent to Shipyard and Noisette Creeks will be filled during the project. Wetland mitigation is required to offset these impacts. Because excellent mitigation opportunities exist near the proposed fill sites, the Corps should require local mitigation for local impacts. Furthermore, the Corps should consider where mitigation efforts will have the most impact when determining the specific mitigation requirements in the 404 permit.</p> <p>Noisette Creek is an ideal location to focus mitigation efforts because it is within the project area and near Shipyard Creek, where most of the wetland impacts will occur. Currently, the wetlands associated with Noisette Creek are highly degraded and the creek's natural flow is significantly restricted in various areas due to development. Furthermore, filling associated with development has allowed various non-native species, such as Southeast Asian reed canary grass and Canadian thistle, to invade the watershed and crowd out the native vegetation. And although a few very small pockets of freshwater wetlands still exist in the Noisette Creek watershed, these important ecosystems have all but disappeared in the area. Mitigation options could include reducing exotic plant populations to allow the native plant communities to re-establish, and</p>	5

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>removing the fill materials in areas where freshwater and salt marshes used to exist to re-establish these wetlands.</p> <p>3) There may be some impacts on waters of the U.S. where bridge infrastructure is proposed over Noisette and Shipyard Creeks.</p> <p>The Service recommends consideration of alternative routes or structures to avoid impacts to wetlands. Similarly, we recommend bridging creeks (mentioned above) to the maximum extent possible to reduce amount of fill in wetland areas. (USFWS)</p> <p>4) While they do not have federal protection, our records indicate the occurrence of two waterbird colonies in the project area. These colonies were sighted in the mid-1990's near the two wetlands to within the Drayage Road right-of-way. Any efforts to avoid or minimize impact to these wetlands would benefit these waterbird colonies. (USFWS)</p> <p>5) Given the proposed project will partly take place in tidally influenced wetlands, the applicant will be required to apply for a State Critical Area Permit and associated coastal zone consistency administered by this Agency. The portions of the project proposed to impact tidally influenced wetlands consist of the railway bridge expansion at Noisette Creek adjacent to Spruill Avenue shown on Exhibit 2; the drayage road and railway line construction and possibly the realignment of Bainbridge Drive on Exhibit 5; and the drayage road bridges shown on Exhibit 6 including the flyover connectors to the Port Access Road (previously permitted). A Critical Area line must be obtained from DHEC prior to permit application submittal to determine the exact acreage of impact. The delineation could present opportunities to avoid and minimize wetland impacts resulting in fewer impacts and thus a lesser amount of mitigation acreage required to offset those impacts. The delineation may also be helpful in identifying on-site areas that could be restored as part of a mitigation package. The delineation should be requested sooner rather than later for incorporation into the final DEIS.</p> <p>As previously mentioned, it is advisable the applicant obtain a Critical Area Line delineation from</p>	

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	this office in conjunction with a jurisdictional determination from your agency, the U. S. Army Corps of Engineers, prior to project initiation. Actual acreage of impacts to all waters and wetlands will be critical in the review of the eventual permit application for the project. (SCDHEC)	
Wildlife	<p>1) I guess what I wanted to share tonight is the north end of the base, the Navy Yard project is what really brought me into the Park Circle neighborhood a few years ago when I moved to North Charleston. And I was really attracted to all of the wonderful things that are happening out at the Navy Yard. And one of those things, for me, is the wildlife and the beauty of Noisette Creek and all the natural systems that are on the end of the base.</p> <p>I like to spend my Saturday mornings taking a kayak out to Noisette Creek and sitting there in the tidal marsh watching all the wildlife and all the interesting things that are happening at the Navy Yard. So part of my concern is what impact the rail has on what I think are very important natural systems and what impact that has on wildlife.</p> <p>2) While they do not have federal protection, our records indicate the occurrence of two waterbird colonies in the project area. These colonies were sighted in the mid-1990's near the two wetlands to within the Drayage Road right-of-way. Any efforts to avoid or minimize impact to these wetlands would benefit these waterbird colonies. (USFWS)</p>	2
Hazardous, Toxic, and Radioactive Waste (HTRW)	<p>1) My other question is what is being brought in on the trains or these containers that are coming into the area. We had some problems before about containers. I don't know if that was part of the Ports Authority or whose, but I'm very concerned about the health issues with the containers as far as what's being stored or what's being transported through.</p> <p>2) During both construction and operation of the proposed rail yard, [REDACTED] tenants will be subjected to constant and likely debilitating nuisance of ongoing noise pollution and vibrations from the construction activities and onslaught of rail traffic, light pollution from the construction activities and the industrial lights illuminating the</p>	4

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>rail hub, and air and other pollution from various sources. The Corps should consider requiring soundproofing, buffering and lighting control to minimize the negative impacts of heavy industrial activities such as loading and unloading and night shift work, upon the adjacent property owners, including [REDACTED]. Waste disposal, parking for employees and heavy delivery trucks, and elimination of possible "attractive nuisances" should also all be considered in advance of any proposed construction and plans presented to adjacent land owners, including [REDACTED], in time to provide an opportunity for actionable feedback.</p> <p>3) [REDACTED] believes that the environmental impacts of the construction and operation of the ICTF are far-reaching, and have the potential to escalate when combined with inevitable storm surges and flooding. Any hazardous materials utilized during the construction or operation of the ICTF should be protected and not permitted to spill or leak into the subsurface soil or groundwater. The Corps should develop mitigation plans in case such incidents should occur and should permit adjacent landowners an opportunity for feedback.</p> <p>4) It is advisable the applicant coordinate with the Agency's Bureau of Land and Waste Management to plan for the proper disposal (based on level of hazard) or recycling of all materials that will result from demolition activities. (SCDHEC)</p>	
<p style="text-align: center;">Threatened and Endangered Species</p>	<p>1) There may be some impacts on waters of the U.S. where bridge infrastructure is proposed over Noisette and Shipyard Creeks. Our records indicate nearby occurrence of the federally endangered shortnose sturgeon. According to habitat suitability data, the federally endangered Atlantic sturgeon may also occur in this area. These migratory fish overwinter in estuarine habitats and may be affected by proposed bridge construction on these creeks during the colder months. Any efforts to avoid bridge construction during this time period may reduce potential impacts to the species. (USFWS)</p> <p>2) Inventory data also shows the nearby occurrence of the State-threatened least tern in 1976 and 1992.</p>	<p style="text-align: center;">4</p>

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>This migratory species nests from mid-May to mid-June and utilizes barren or sparsely vegetated areas consisting of sand or gravel. Efforts to avoid construction activities in areas with suitable habitat during the nesting season would attenuate potential impacts to this species. (USFWS)</p> <p>3) For informational purposes, the Service has included a list of species that have been petitioned for listing under the Endangered Species Act as well as Candidate Species. These species are collectively known as "At-Risk Species" (ARS). We have included a list of the ARS that may occur in Charleston County, South Carolina. Although there are no Federal protections afforded to ARS, incorporating proactive measures to avoid or minimize harm to ARS may improve their status and assist with precluding the need to list these species. Additional information on ARS can be found at http://www.fws.gov/southeast/candidateconservation (USFWS)</p> <p>4) Information regarding the presence of Federal protected trust resources may also be found at the following web site: http://ecos.fws.gov/ipac/. At this site you will find an interactive mapping tool designed to allow users to generate their own list of potential trust resources that may be in the project area. (USFWS)</p>	
Essential Fish Habitat	<p>1) There may be some impacts on waters of the U.S. where bridge infrastructure is proposed over Noisette and Shipyard Creeks. Our records indicate nearby occurrence of the federally endangered shortnose sturgeon. According to habitat suitability data, the federally endangered Atlantic sturgeon may also occur in this area. These migratory fish overwinter in estuarine habitats and may be affected by proposed bridge construction on these creeks during the colder months. Any efforts to avoid bridge construction during this time period may reduce potential impacts to the species. (USFWS)</p>	1
Mitigation	<p>1) We want to make sure that those negative impacts that take place, you understand, or any negative impacts that take place on the property are dealt with. And so we're encouraging you to make</p>	10

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>sure that you get continuous input from the communities in regards to the mitigation plan associated with the Environmental Impact Statement.</p> <p>2) As the public notice states, approximately six acres of wetlands adjacent to Shipyard and Noisette Creeks will be filled during the project. Wetland mitigation is required to offset these impacts. Because excellent mitigation opportunities exist near the proposed fill sites, the Corps should require local mitigation for local impacts. Furthermore, the Corps should consider where mitigation efforts will have the most impact when determining the specific mitigation requirements in the 404 permit.</p> <p>3) Noisette Creek is an ideal location to focus mitigation efforts because it is within the project area and near Shipyard Creek, where most of the wetland impacts will occur. Currently, the wetlands associated with Noisette Creek are highly degraded and the creek's natural flow is significantly restricted in various areas due to development. Furthermore, filling associated with development has allowed various non-native species, such as Southeast Asian reed canary grass and Canadian thistle, to invade the watershed and crowd out the native vegetation. And although a few very small pockets of freshwater wetlands still exist in the Noisette Creek watershed, these important ecosystems have all but disappeared in the area. Mitigation options could include reducing exotic plant populations to allow the native plant communities to re-establish, and removing the fill materials in areas where freshwater and salt marshes used to exist to re-establish these wetlands.</p> <p>4) In addition to the purely ecological benefits of focusing mitigation efforts in Noisette Creek, it is also located near Riverfront and Woodahl Parks and the Park Circle Charleston Heights neighborhoods. As [REDACTED] pointed out at the public meeting, Noisette Creek is used by the community for recreational purposes such as kayaking, fishing, and wildlife observation. Making Noisette Creek the focus of a mitigation project would further encourage such uses and improve the quality of life</p>	

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>for those living in the surrounding areas.</p> <p>5) Finally, we would also like to take this opportunity to request more information regarding stormwater discharges from the proposed facility as it becomes available during the NEPA process. The Corps and Palmetto Railways should consider that 401 water quality “[c]ertification will not be issued unless [the Department of Health and Environmental Control] is assured appropriate and practical steps including stormwater management will be taken to minimize adverse impacts on water quality and the aquatic ecosystem.” S.C. Code Ann. Regs. 61-101(F)(6).</p> <p>6) [REDACTED] and others believe that the environmental impacts of the construction and operations of the proposed rail yard are extensive, and become all the more disconcerting when combined with inevitable storm surges and flooding. Any hazardous materials utilized during the construction or operation of the rail yard, as well as the materials and substances transported by rail, and precautions and safety measures must be established to protect against and prevent leaks or spills onto the subsurface soil and into the groundwater. The Corps should develop mitigation plans incase such incidents occur and should permit adjacent landowners, including [REDACTED], an opportunity to provide actionable feedback prior to implementation of the same. Regardless of the blatant impacts to the environment that will be caused by the proposed construction and planned operation of the rail yard, [REDACTED] implores the Corps to consider the environmental justice impacts of the construction and operation of the proposed rail yard on the inhabitants of the [REDACTED] building on a daily basis.</p> <p>Who will be responsible for mitigating environmental impacts to [REDACTED] and its tenants?</p> <p>Who will be responsible for paying for environmental impacts to [REDACTED] and its tenants?</p> <p>Who will erect and maintain buffers for noise, light and other pollution to protect [REDACTED] and its tenants?</p> <p>What types of buffers are being considered to protect [REDACTED] and its tenants from noise, light and</p>	

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>other pollution?</p> <p>7) Who will be responsible for mitigating environmental impacts to [REDACTED] and its residents?</p> <p>Who will be responsible for paying for environmental impacts to [REDACTED] and its residents?</p> <p>Who will erect buffers for noise, light and other pollution to protect [REDACTED] and its residents?</p> <p>What types of buffers are being considered to protect [REDACTED] and its residents from noise, light and other pollution?</p> <p>What considerations are being made to protect the aesthetic conditions and quiet enjoyment currently in existence in the CNC?</p> <p>What protections will be put in place to protect [REDACTED] residents from attractive nuisances associated with the construction and operation of the ICTF?</p> <p>8) Given the proposed project will partly take place in tidally influenced wetlands, the applicant will be required to apply for a State Critical Area Permit and associated coastal zone consistency administered by this Agency. The portions of the project proposed to impact tidally influenced wetlands consist of the railway bridge expansion at Noisette Creek adjacent to Spruill Avenue shown on Exhibit 2; the drayage road and railway line construction and possibly the realignment of Bainbridge Drive on Exhibit 5; and the drayage road bridges shown on Exhibit 6 including the flyover connectors to the Port Access Road (previously permitted). A Critical Area line must be obtained from DHEC prior to permit application submittal to determine the exact acreage of impact. The delineation could present opportunities to avoid and minimize wetland impacts resulting in fewer impacts and thus a lesser amount of mitigation acreage required to offset those impacts. The delineation may also be helpful in identifying on-site areas that could be restored as part of a mitigation package. The delineation should be requested sooner rather than later for incorporation into the final DEIS. (SCDHEC)</p> <p>9) Best Management Practices (BMP's) will likely be required as a potential condition on any Stormwater Permit based on the specific area of impact and its</p>	

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
	<p>location to receiving waterbodies. It should be noted that Coastal Zone Management Program policies may require the additional treatment of stormwater runoff given the proximity of the project to adjacent receiving water bodies. (SCDHEC)</p> <p>10) While they do not have federal protection, our records indicate the occurrence of two waterbird colonies in the project area. These colonies were sighted in the mid-1990's near the two wetlands to within the Drayage Road right-of-way. Any efforts to avoid or minimize impact to these wetlands would benefit these waterbird colonies. (USFWS)</p>	
<p>Coastal Zone Consistency Management (CZCM)</p>	<p>1) A Coastal Zone Consistency certification will be required for other applicable State permits required for the project. The permits required will include, but may not be limited to, the NPDES Land Disturbance permit for the treatment of Stormwater associated with all impacts to uplands; the Bureau of Air Quality - Division of Air Compliance Management for all air related activities; and the Bureau of Land and Waste Management for all demolition of buildings, roads, railway lines, tanks, and other potential waste management hazards that might be present at the site. As part of the review for consistency for all permits, CZC staff will base its decision on coastal management policies contained within the South Carolina Coastal Zone Management Program (CZMP), which can be found on the agency's website:</p> <p>http://www.scdhec.gov/environment/ocrm/czmp.htm. Additionally, the applicant should review Chapter IV — Special Management Areas for the consideration and potential treatment of Geographic Areas of Particular Concern (GAPC's), which could include groundwater resources, threatened and endangered species, and areas of special historic, archaeological or cultural significance. We also advise the applicant to review Chapter XII - Activities in Areas of Special Resource Significance (specifically Wetlands) in preparing the DEIS. The requirement to avoid GAPCs or wetlands may result in a modification of the DEIS to ensure consistency. (SCDHEC)</p>	<p style="text-align: center;">1</p>

Appendix E, cont'd

Issue	Substance of Comments	Approximate Number of Comments
Cumulative Impacts	<p>1) Similarly, the EIS should take into account the connectivity and cumulative nature of the project in light of other major regional transportation issues. Understandably, this project is directly linked to the new port facility located at the south end of the former Naval Base and is proposed to address immediate transportation concerns related to the new port facility. However, it is other regional issues that the EIS should address to include potential impacts to existing transportation infrastructure (highway and rail). Long range transportation plans should be included in the EIS. (SCDHEC)</p> <p>2) Cumulative Impacts: In recent and future years, there have been many industrial activities in the vicinity of Charleston Harbor (South Carolina Port Authority (SCP A) Container Terminal south end of CNC, South Carolina Department of Transportation (I-26 Port Access Interchange project, proposed Corps/SCP A Charleston Harbor Post 45 project, etc). Of particular interest are the cumulative impacts of air emissions, wetlands and habitat, and impacts to environmental justice communities. EPA recommends that the Corps conduct a thorough cumulative impacts analysis to adequately disclose impacts to communities and the environment. EPA also recommends that the Corps build off information disclosed in previous NEP A documents. (USEPA)</p>	2

Appendix F

Transcript of Public Scoping Meeting

In The Matter Of:

Public Scoping Meeting For The Navy Base Intermodal Container Transfer Facility

*Public Hearing Presentation
November 14, 2013*

*Legal Media of Charleston, Inc.
2011 Wharf Landing Ct
North Charleston, SC 29418*

To open files, click on the desired file type in bookmark on left.

For quick saving or searching multiple files, click attachments tab (or paperclip) on left.

For best viewing/searching, use Adobe Reader/Acrobat ver. 9 or higher
(www.adobe.com).

In The Matter Of:
*Public Scoping Meeting For The Navy Base
Intermodal Container Transfer Facility*

*Public Hearing Presentation
November 14, 2013*

*Legal Media of Charleston, Inc.
2011 Wharf Landing Ct
North Charleston, SC 29418*

Original File 1114 Navy.txt
Min-U-Script® with Word Index

<p style="text-align: center;">PUBLIC SCOPING MEETING FOR THE NAVY BASE INTERMODAL CONTAINER TRANSFER FACILITY</p> <p style="text-align: center;">PUBLIC HEARING PRESENTATION</p> <p>DATE: Thursday, November 14, 2013</p> <p>TIME: 5:30 p.m.</p> <p>REPORTER: Holly Hiott O'Quinn, RPR</p> <p>LOCATION: Chicora School of Communications 3795 Spruill Avenue North Charleston, SC</p> <p style="text-align: center;">HOLLY HIOTT O'QUINN, RPR LEGAL MEDIA OF CHARLESTON Telephone(843)767-1007 Fax(843)767-9007 Email: Holly@lmocinc.com</p>	<p style="text-align: right;">Page 3</p> <p>1 cited.)</p> <p>2 LIEUTENANT COLONEL LITZ: I would like to</p> <p>3 introduce the team that I have brought tonight.</p> <p>4 Mrs. Tina Hadden over here, she's the Charleston</p> <p>5 District Chief of the Regulatory Division, so she</p> <p>6 oversees the section of the Corps of Engineers that</p> <p>7 does all of the permitting.</p> <p>8 Mr. Travis Hughes, also over here, he is</p> <p>9 the deputy chief that works with Tina and he is also</p> <p>10 the chief of the special projects branch which</p> <p>11 oversees the permit application that we'll be talking</p> <p>12 about tonight. Mr. Nat Ball, who is the project</p> <p>13 manager for the special projects branch who will be</p> <p>14 up here in just a little bit to talk to us. Sean</p> <p>15 McBride, Corps Communications Office; he's running</p> <p>16 around here somewhere. He's back there.</p> <p>17 Mrs. Kim Fitzgibbons, she is with Atkins,</p> <p>18 our third-party contractor working on the EIS. And</p> <p>19 then Mr. Webb Smith, also from Atkins, he is the</p> <p>20 Deputy Project Manager.</p> <p>21 In addition to these folks, you've met and</p> <p>22 spoken with other team members as you've gone around</p> <p>23 tonight to look at our various information displays</p> <p>24 during the first portion of the meeting.</p> <p>25 The format for this evening will begin with</p>
<p style="text-align: right;">Page 2</p> <p>1 Any court, party, or person who has</p> <p>2 purchased a transcript, may, without paying a further</p> <p>3 fee to the reporter, reproduce a copy or portion</p> <p>4 thereof as an exhibit pursuant to court order or rule</p> <p>5 or for internal use, but shall NOT otherwise provide</p> <p>6 or sell a copy or copies to any other party or</p> <p>7 person.</p> <p>8 (Whereupon, the following proceedings were</p> <p>9 held on the record Thursday, November 14, 2013 at</p> <p>10 7:04 p.m.)</p> <p>11 LIEUTENANT COLONEL LITZ: Good evening</p> <p>12 everyone. Can everybody hear me back there? Coast</p> <p>13 Guard guys, you good? Okay.</p> <p>14 Good evening and welcome. I want to thank</p> <p>15 everybody from coming out tonight to this public</p> <p>16 scoping meeting. My name is Lieutenant Colonel John</p> <p>17 Litz and I'm the commander of the Charleston Corps of</p> <p>18 Engineers District. And before we start, I would</p> <p>19 like to thank anyone that's here from the Chicago</p> <p>20 School of Communications for letting us use your</p> <p>21 facility tonight, so thank you.</p> <p>22 Also, as a courtesy to everybody here, if</p> <p>23 you could please silence your phones, I would</p> <p>24 appreciate it. Put them on vibrate or silent. And I</p> <p>25 think it would be appropriate right now if we would</p> <p>all stand up and say the Pledge of Allegiance and</p> <p>then we'll get on with it.</p> <p>(Whereupon, the Pledge of Allegiance was</p>	<p style="text-align: right;">Page 4</p> <p>1 me, just opening remarks and some background and then</p> <p>2 I will turn it over to Nat Ball, project manager, and</p> <p>3 he will explain the Corps' key authorities and some</p> <p>4 specifics about the proposed project and then some</p> <p>5 other information and that will be Nat.</p> <p>6 Following Nat will be Mr. Jeff McWhorter</p> <p>7 from Palmetto Railways. I will ask him to come up</p> <p>8 and say a few words, and he will -- he represents his</p> <p>9 agency's position on the project. And then I will</p> <p>10 get back up here and provide you with some ground</p> <p>11 rules of how we're going to do tonight's meeting and</p> <p>12 then we will just go from there.</p> <p>13 And it looks like we have about eight,</p> <p>14 eight or so, folks who at least initially have</p> <p>15 identified themselves that would like to make some</p> <p>16 comments, so I don't expect to be here very long</p> <p>17 unless other folks come up, which is perfectly fine.</p> <p>18 Many of you may be wondering why the US</p> <p>19 Corps of Engineers is involved in this project. In</p> <p>20 December 2010 Palmetto Railways, formerly South</p> <p>21 Carolina Public Railways, purchased 240 acres of land</p> <p>22 at the former Charleston Navy Base and then released</p> <p>23 a plan to develop a new regional intermodal rail</p> <p>24 facility.</p> <p>25 The proposed Navy Base Intermodal Container</p>

<p style="text-align: right;">Page 5</p> <p>1 Transfer Facility, or ICTF for short, includes the 2 construction and operation of a 90-acre intermodal 3 rail yard where containerized freight will be 4 transferred between trucks and rail cars and 5 approximately 42 acres of associated railway and 6 roadway improvements. 7 However, in order to develop this facility, 8 Palmetto Railways would impact approximately 9 6.1 acres of title marsh and other waters of the US 10 which are subject to the jurisdiction of the Army 11 Corps of Engineers under the Rivers and Harbors Act 12 and Clean Water Act. Therefore, they will need a 13 permit from my office before they can begin 14 construction. 15 The benefits of the proposed project must 16 carefully be weighed against the detriments of the 17 proposed project and the final decision whether to 18 issue a Department of the Army permit will be 19 determined by the outcome of this balancing process. 20 In addition to the Rivers and Harbors Act 21 and the Clean Water Act requirements, all federal 22 agencies must comply with the National Environmental 23 Policy Act of NEPA, and Mr. Nat Ball will give you 24 more specifics on that process in just minute. 25 The tools we are using to document the NEPA</p>	<p style="text-align: right;">Page 7</p> <p>1 This is not a question and answer session 2 because we're simply too early in the process and we 3 will not have any answers for you at this point. 4 It's an opportunity for you to let us know if there 5 are any specific issues or concerns that you believe 6 should be included in the EIS or considered during 7 our evaluation of the proposed project. 8 And since this is your opportunity to 9 provide comments to the Corps, you should address 10 your comments to me and not the audience. I have a 11 court reporter over here this evening to ensure that 12 we document everybody's comments. 13 This listening session or scoping session 14 is the first step in the NEPA process. Over the next 15 year or so, we will proceed to other steps as 16 required by NEPA which will ultimately answer your 17 questions and conclude with the permit decision. 18 Tonight's scoping meeting is one of several 19 opportunities in the process that will ensure the 20 public is heard and your input is considered. We 21 want you to actively participate in this process. 22 First, you can attend future public 23 meetings. The next mandatory meeting will a public 24 hearing for the Draft EIS. And there will be 25 additional meetings, as needed, additionally.</p>
<p style="text-align: right;">Page 6</p> <p>1 process and potential impacts of the proposed project 2 is an Environment Impact Statement or EIS. In 3 accordance with the Corps' regulations on NEPA, the 4 Corps is preparing the EIS with the assistance of the 5 third-party contractor Atkins. 6 Although Atkins is paid for by Palmetto 7 Railways, the Corps is responsible for the content of 8 the EIS, and Atkins is directed by the Corp to gather 9 the information necessary to evaluate this proposed 10 project. 11 Keep in mind the Corps is not proposing to 12 construct any portion of the proposed project. We 13 are a federal permitting agency only. We are neither 14 for nor against this project. We are neutral 15 administrators of the law and we are tasked with 16 evaluating the proposed project and making a decision 17 of whether or not to authorize the impacts to the 18 waters of the United States. 19 Your input tonight and throughout the NEPA 20 process is essential to ensure that the EIS addresses 21 all of the necessary information and our decision is 22 both fair and balanced. The main purpose of this 23 meeting is to obtain your perspective about the 24 proposed project so it can be captured for further 25 study.</p>	<p style="text-align: right;">Page 8</p> <p>1 Second, you can visit and provide feedback 2 on the project website at www.navybaseictf.com. On 3 this website, you have the opportunity to review 4 information about the proposed project, to sign up 5 for the project mailing list or submit written 6 comments. And, of course, you're welcome to also use 7 the US Postal Service to mail them. 8 As you came in tonight, we gave you a 9 wallet-sized business card with both the website 10 address and our mailing address. We are also looking 11 for other ways to communicate with you and encourage 12 you to take advantage of this opportunity to suggest 13 other communication methods that might work better 14 for you, so please let us know how you would like to 15 be kept informed and we will accommodate that. Your 16 input and participation is essential in the process, 17 again. 18 As you came in tonight, you should have 19 also received a registration card. It looks like 20 this. Please ensure that you have filled out the 21 registration card and returned it to our personnel 22 that are manning the desk up here. 23 The information on these cards will be used 24 to document your opinions and that you attended this 25 meeting. In addition, we will add you to our mailing</p>

Page 9

1 list for the proposed project so that we can update
2 you in the future about the status of the EIS and any
3 future public meetings that will be held. In
4 addition, these cards will be used to call on those
5 individuals that indicated they would like to speak
6 this evening. And as I said before, I think there
7 are about eight.

8 If there is anyone present who did not
9 receive a card or did not turn in their card and
10 would like to speak tonight, please raise your hand
11 and a member of my staff will bring a card to you.

12 Remember, this evening's meeting is an
13 opportunity for the public to participate in the
14 development of the Environmental Impact Statement and
15 we want your perspective of what issues need to be
16 considered here in the EIS.

17 Does anybody still need a card?

18 Okay. At this point, I would like to ask
19 Mr. Nat Ball from the Army Corps to come up and
20 provide a brief overview of the process.

21 MR. BALL: And I'm also going to ask --
22 without speaking into this too much -- can y'all
23 hear? Do we need this?

24 AUDIENCE SPEAKER: Use the microphone.

25 MR. BALL: Use the microphone, okay. Thank

Page 10

1 you, Colonel.

2 My name is Nat Ball and I am the Corps of
3 Engineers Regulatory Project Manager. For those of
4 you who aren't familiar with regulatory, within the
5 Corps of Engineers, there are regulations that relate
6 to the placement of fill materials in waters of the
7 US. Specifically what I'm talking about is
8 Section 404 of the Clean Water Act and Section 10 of
9 the Rivers and Harbors Act.

10 So as the colonel said, the reason why we
11 are here today is we have a proposal from Palmetto
12 Railways and they are proposing to build an
13 intermodal container transfer facility and it would
14 impact about 6 acres of waters of the US. Those are
15 tidal salt marsh wetlands located primarily at the
16 Navy Base draining towards Shipyard Creek.

17 So in terms of the project map, what we're
18 talking about is you have a rail facility and you
19 have a drayage road that runs down to the -- the
20 Ports Authority is building a container terminal, a
21 marine container terminal down here at the south end.
22 So what we're talking about is the placement of fill
23 material to build this road. Actually, within the
24 footprint of the rail yard, there's a small area of
25 tidal marsh that comes up that they're proposing to

Page 11

1 fill. And then last but not least, the spur that
2 goes towards the north. Currently, there's one rail
3 grid.

4 What they are looking at is potentially two
5 rail lines running along Spruill Avenue that would be
6 parallel in that existing CSX right-a-way. So there
7 would be a new bridge and potentially fill material
8 associated with the head walls and the construction
9 of that bridge.

10 So when you think about the Corps of
11 Engineers and you think about our regulations and
12 someone applying for a permit to impact the waters,
13 that's the reason that we're here today. Those are the
14 Corps' regulations.

15 When we look at a project and we think about
16 impacts of the waters of the US, there's really two big
17 steps in there. One of them is called the 404-1
18 Guidelines. It's a memorandum between EPA and the
19 Corps and it's about how you decide avoiding,
20 minimizing and mitigating for impacts of the waters,
21 so that's part of our process. So that's a piece of
22 this project that we're very concerned about.

23 The second part of that process is a public
24 interest review and that's really expanding out beyond
25 looking at issues other than just waters. That's

Page 12

1 looking at air. That's looking at noise. That's
2 looking at light. That's looking at the economic
3 benefit of building a rail facility. It's looking at
4 potential impacts of traffic, both on streets and
5 through the rail, through the at-grade rail process.

6 There are existing crossings out there. When you start
7 moving trains in and out, potentially there are impacts
8 at those crossings. So in the context of the Corps of
9 Engineers regulations, we are going to look at all of
10 those things.

11 Now, the second regulation that Colonel Litz
12 mentioned, the National Environmental Policy Act, the
13 reason why we are here today is we have a proposal from
14 Palmetto Railways and they requested that we go ahead
15 and reach out to the public today. They said, you
16 know, we have a conceptual plan, we have a layout and
17 we would like to go ahead and go to the public today.
18 We'd like to initiate the NEPA process in order to get
19 feedback.

20 Now, we've had a lot of questions today and
21 some of those questions we're able to answer; factual
22 questions we were able to answer. But if you ask me
23 today, well, what's the impact of noise, what's the
24 impact of light, what I've got to tell you is we've got
25 a proposal. We haven't actually done the analysis to

Page 13

1 actually look at what are the noise and the light
2 impacts. So that's part of what we're here to talk
3 about today. We're here to hear from you what are your
4 concerns. You may live towards the south end of the
5 Navy Base and you may be on North Carolina Avenue. You
6 may be concerned about the noise and light as it
7 relates to the rail yard itself. You may live up in
8 Park Circle. You may be concerned about what happens
9 when a train leaves this facility. That's the reason
10 why we are here today and that's the reason why it's
11 important to get you involved now.

12 From our perspective, it is great that we are
13 here today. It is great that you are here today
14 because our goal is to get your feedback. I was
15 talking to a man earlier who lives on Saint Johns
16 Avenue. He was concerned because part of this project
17 is putting a cul-de-sac on Saint Johns Avenue. His
18 concern was if you block my access to McMillan, if I
19 can't get out of my neighborhood on McMillan, what's
20 going to happen when there's a train, how is emergency
21 services going to get to me. That's his concern.

22 Those are the types of issues we need to hear about.
23 When I look at the map of the Navy Base, I
24 see old roads and things moving through that area. His
25 point was, he said there's fences on some of those

Page 14

1 roads. He said I can't get out that way. So those are
2 the types of issues that we want to address. Those are
3 the types of issues we want to hear about today so that
4 they can be addressed in this Environmental Impact
5 Statement so that when Palmetto Railways is ready to
6 submit a permit application, there's the opportunity to
7 address some those issues. So that is the wetland
8 side. That is the Corps of Engineers regulations side
9 of what we're looking at.

10 Now, when you got here, I think hopefully
11 most of you got this pamphlet. And what I wanted to do
12 is to really talk about some of the time line as it
13 relates to NEPA. If you open up this pamphlet, this
14 inner layer, what we are talking about is a process, so
15 the National Environment Policy Process.

16 Back in October 23, we put out a notice in
17 the federal register and said we the Corps of Engineers
18 have made a decision we're going to be preparing an EIS
19 to evaluate potential impacts associated with this
20 project. We also sent out a local public notice.

21 The purpose of that notice was to go not only
22 to our normal Corps of Engineers mailing list but to go
23 to adjacent property owners to let people know. And so
24 if you're an adjacent property owner, hopefully you
25 received a one page letter that said we received a

Page 15

1 proposal and it told you how to get to the website and
2 how to get to more information and it told you that
3 there was going to be a meeting tonight. And the fact
4 that people are here, it looks like some of you
5 probably got that letter. So the very beginning of the
6 NEPA process is us telling you there's a proposal we
7 need to look at. Tonight, the green arrow, we're at
8 scoping. Tonight is where we're looking for the
9 feedback from you.

10 I mean I can look at a rail facility and I
11 can know we need to look at noise, air and light. But
12 I do not have the perspective of those of you who live
13 in the community to be able to say these are my
14 specific issues or concerns. Those are the things we
15 need you to tell us about tonight so that as we move
16 into the next phase -- so today we're sitting here,
17 it's November of 2013, the actual analyses, the actual
18 studies that we'll look at the specific of this
19 project, that's the next phase. It will likely run
20 almost a year.

21 So looking next fall, next winter, we are
22 hoping to be back talking with you again in this type
23 of format in a public hearing. And at that point,
24 there will be an entire Draft Environmental Impact
25 Statement with those studies in it. So we will all

Page 16

1 have the information to be able to say what are the
2 impacts of traffic, what are the impacts of the noise.
3 So that's something from a timing standpoint, here we
4 are today. Impact analyses will take most of, really,
5 the year 2014 and looking at having a Draft
6 Environmental Impact Statement almost a year from
7 today.

8 Now, with the NEPA process, our goal when we
9 come back and we speak with you and, you know, we find
10 out did we answer the questions or are there additional
11 questions; maybe we discovered something that led to
12 another question. Well, we're going to expect
13 y'all and we'll need your help as far as commenting on
14 that Draft EIS to let us know did we capture the
15 issues.

16 And once we get feedback on the Draft EIS, we
17 will take that information, we will go back. There may
18 be studies that need to be revised or expanded in order
19 to address those concerns. And the next step would be
20 a final Environmental Impact Statement. We are looking
21 at that would likely be sometime in 2015. So to give
22 you a perspective of where we are, that would be 2015.
23 That final EIS would be, once again, put out to the
24 public. In that final EIS, it would actually have your
25 comment letters. It would have the responses or help

Page 17

1 you to see where in our document did we address that
2 specific concern.
3 Ultimately, this leads to a Record of
4 Decision. That Record of Decision does two things.
5 It's the last step in the NEPA process, but that's also
6 a decision document for the Corps of Engineers as it
7 relates to the permit application to impact the waters.
8 So that is our sort of beginning to end, this is the
9 NEPA process.
10 The other thing I wanted to do -- and with
11 this group, I have spoken to an awful lot of you
12 already about this map. In the center of this
13 pamphlet, there is a map and that map --
14 THE SPEAKER: Does anybody else need any?
15 MR. BALL: Okay. Well, this map not only
16 shows the project, but it also calls out different
17 components of the project. And, actually, this is
18 the wrong map. This is the wrong board. I didn't
19 realize it before we got up here.
20 So you are actually looking at this map.
21 We can probably use this. This will work at this
22 time. But as far as the different components of the
23 project, this is the main component is the idea of
24 building a rail yard at the old Navy Base.
25 But in order to operate a rail yard, part

Page 18

1 of this really has to be connecting into existing
2 rail lines. A big part of this project has been
3 really looking at trying to have equal access so that
4 both Norfolk Southern and CSX have access to this
5 facility.
6 So in order to do this, what they are
7 looking at is you have an existing CSX right-of-way
8 and Palmetto Railways would like to use that. That's
9 one measure to avoid and minimize impact. If you're
10 familiar with this project from back in 2010, there
11 was a rail line and it snaked through the Noisette
12 property. Over the last couple years, they have been
13 looking at different options. But what they're
14 hoping to be able to do is to use that existing CSX
15 right-of-way to come up, cross over Noisette Creek
16 and you get up to the Aragon and Bexley Street area.
17 If you're a Norfolk Southern train, you
18 would turn to the right. You would get over on what
19 they call the NCTC line. It's the rail line over on
20 Virginia Avenue. You would head up to Virginia
21 Avenue, up to 526. It wraps back around on the top
22 half on the top side of Park Circle.
23 If it was a CSX train, they would come up.
24 They're proposing to build a new turn here that would
25 enable a train to turn and to go down the Bexley line

Page 19

1 and get to CSX's existing rail yard. So this is an
2 important part of this project as far as providing
3 that equal access as far as getting trains in and
4 out. There is an existing rail bridge here that
5 would have to be improved.
6 When you get down to McMillan Avenue, this
7 is a rail project. In order to make this rail
8 project operate, one of things they're looking at
9 doing is constructing improvements to roadways down
10 here. It would actually close a portion of McMillan
11 Avenue and it would actually build a new rail
12 overpass. So it would go up and over the rail and
13 would tie into McMillan and would continue to provide
14 access at the north end of the Navy Base.
15 So for those of you who are used to taking
16 McMillan to get in, instead of taking McMillan, you
17 would take Cosgrove up and over the rail line and
18 into the Navy Base. Improvements to some. The
19 fellow who lives on Saint Johns Avenue, it's a
20 concern; how do I get in and out.
21 Another part of this project is looking
22 down at Viaduct Road. There's an overpass today, but
23 that overpass is pretty complicated. If you've ever
24 been onto the Navy Base, you go over Viaduct Road.
25 You have to bend around in order to get back to

Page 20

1 Bainbridge.
2 One of the things they're looking at is the
3 idea of elevating Viaduct Road so that a double-stack
4 container train could go underneath it but also
5 cleaning up that interchange. It would just be an
6 intersection where Hobson comes together and becomes
7 Bainbridge and then continues on. So that's another
8 piece of this project.
9 And last but not least is the idea of a
10 drayage road. It would be a limited access road that
11 goes from this rail facility straight into the marine
12 container terminal. So the value to that, well, as
13 proposed back in 2003, as described in the EIS that
14 actually we, the Corps of Engineers, between 2003 and
15 2006, we prepared an EIS that looked at the Navy
16 Base, that looked at the idea of a marine container
17 terminal and a port access road operating at the
18 south end of the Navy Base. All of the trucks would
19 have come out on the port access road and would have
20 gone to one of the existing rail yards.
21 So what we see today, seven to ten years
22 later, is a proposal to build a rail yard, and so the
23 idea of having the direct transfer of containers from
24 the marine terminal to the rail yard would be seen as
25 a benefit. You wouldn't be adding that traffic out

Page 21

1 on I-26 out on any local streets and highways.
2 So I just wanted to give you sort of a
3 quick overview of NEPA, the Corps' regulations of the
4 proposed project. But really the meeting tonight is
5 about having y'all here, about getting the
6 perspective of the community. Because we know that
7 building a rail facility, we are going to do our
8 public interest review, we are going to look at
9 different issues. But what we don't know is we don't
10 know the specific issues that you who live and work
11 in this community have about a proposal like this,
12 and so that's where we need your help. We need your
13 help providing comments to make sure that the studies
14 we do over the course of the next year addresses the
15 issues that are important to you.
16 Clearly we're going to look at noise.
17 Clearly, we're going to look at light. Clearly,
18 we're going to look at transportation. But there's
19 specific components of kind of looking at how broad
20 is that look and that's where we need your help
21 tonight to help us understand how broad that look is.
22 So as I say, the goal here tonight is to
23 get your feedback, so I will go ahead and wrap things
24 up.
25 And, Colonel.

Page 22

1 LIEUTENANT COLONEL LITZ: Okay. At this
2 time, I would like to give Jeff McWhorter the
3 opportunity to come up here and describe the project
4 to us. Jeff represents Palmetto Railways and is the
5 future project applicant. And it's important to note
6 that his views represent his agency and not the Corps
7 of Engineers, but it's important, nonetheless, to
8 have him up here to say a few words.
9 MR. MCWHORTER: Thank you, Colonel. I
10 think Nat did a very good job of describing the
11 project to you, so I really wouldn't say much about
12 that. I just want the opportunity to thank you for
13 being here this evening. We do believe this would be
14 an important project. We know there's going to be
15 impacts, and we want to mitigate those to the extent
16 we reasonably can.
17 Your participation, your questions, your
18 comments, your concerns we value greatly. We want to
19 do this right, and we can't do it without your
20 participation. So thank you for being here. Thank
21 you for taking the time. Thank you for your
22 interest.
23 LIEUTENANT COLONEL LITZ: Okay. Here is
24 where we start taking comments. And the way we will
25 do this is there are nine comment cards, nine

Page 23

1 individuals that have identified themselves as
2 wanting to make comments. I'll call you forward.
3 And if you would please come up here to the
4 microphone, I will give you five minutes to make your
5 comment. And you will get a sign that tells you
6 you're one minute out, and then I'll ask that when
7 you hit five minutes that you cut it off. If there's
8 additional comments that you would like to make, I'll
9 be happy to accept them in any written documentation
10 that you've brought with you tonight. We will
11 include those in the record.
12 But I would appreciate if you could, again,
13 direct your comments to me. The court reporter will
14 capture it. And five minutes, okay.
15 And so the first person I would like to
16 call up is Bryan Cordell.
17 THE SPEAKER: Thank you. I appreciate the
18 opportunity to speak to you tonight. I live in Hopes
19 Pointe, which is on the north -- right off the north
20 end of the base, and just kind of wanted to share --
21 LIEUTENANT COLONEL LITZ: Can everybody
22 hear Bryan?
23 AUDIENCE SPEAKER: No.
24 LIEUTENANT COLONEL LITZ: Can you speak up
25 just a little bit in the microphone?

Page 24

1 THE SPEAKER: Sure, absolutely. Thank you.
2 I guess what I wanted to share tonight is the north
3 end of the base, the Navy Yard project is what really
4 brought me into the Park Circle neighborhood a few
5 years ago when I moved to North Charleston. And I
6 was really attracted to all of the wonderful things
7 that are happening out at the Navy Yard. And one of
8 those things, for me, is the wildlife and the beauty
9 of the Noisette Creek and all the natural systems
10 that are on the end of the base.
11 I like to spend my Saturday mornings taking
12 a kayak out to Noisette Creek and sitting there in
13 the tidal marsh watching all the wildlife and all the
14 interesting things that are happening at the Navy
15 Yard. So part of my concern is what impact the rail
16 has on what I think are very important natural
17 systems and what impact that has on the wildlife.
18 But I share the same concerns that my
19 neighbors have with the other impacts that are
20 potentially created by this project, you know,
21 including the noise and the potential pollution and
22 other impacts.
23 I think I can speak on behalf of my
24 neighbors and say there's still not a lot of clarity
25 as to what the development in the north end will look

Page 25

1 like surrounding this project, and so there are just
2 a lot of questions of what it will look like and what
3 are those impacts on us. That's it.

4 LIEUTENANT COLONEL LITZ: Okay. Thank you,
5 very much. Okay, Kent Stair.

6 THE SPEAKER: Thank you, Colonel. I'm Kent
7 Stair. I'm a lawyer and I represent the folks who
8 own the old post office. And we are here and really
9 in search of someone who cares and, thus far, we're
10 not sure we've found them, and so we're just going to
11 tell you why. But we're looking to you to see what
12 you can do to help us.

13 And I would be interested to know if anyone
14 from Noisette is here because I think they're an
15 important entity of what has made this place what it
16 is. And I will tell you that Noisette came in, as
17 you might know, and established the New American City
18 and they sold it to a lot of people, including my
19 clients who spent more than \$4 million taking the old
20 post office to make it a beautiful place overlooking
21 what was going to be the World of the Future, as
22 Noisette described it.

23 And I don't know if you've seen the
24 pictures that Noisette has offered, but they're quite
25 lovely. And as it turns out, Noisette apparently was

Page 26

1 not up to the task of doing what they should do.
2 Unfortunately, many people invested in it.

3 I know that there are other folks who are
4 here on behalf of an orphanage that is vested here.
5 There's a low income housing place that's here. But
6 a lot of other people who put a lot of money into
7 what was going to be a really nice place and with
8 Noisette going belly-up as they did, it turned out to
9 be otherwise.

10 Now the problem is is that our building, as
11 you will see here, is a lovely building that was
12 built in accordance with all of the LEED standards.
13 And as a matter of fact, one of the first Gold LEED
14 buildings, I think, in Charleston. And it was built
15 that way in anticipation of the arrival of the New
16 American City as distinguished from the New American
17 Railway, the railway.

18 And what happens is most unfortunately the
19 location of our building could not be more critically
20 and detrimentally located. I don't know if you know
21 where the old post office is. But if you will look
22 at this line here, this line, and as you will see, we
23 are absolutely overlooking the six or seven or eight
24 lines that become twenty lines or twenty-five or
25 however many it becomes. And so what we are going to

Page 27

1 see instead of the New American City is the constant
2 flow of rail traffic and it's all going to be taken
3 out and put back there.

4 And the air pollution, the noise pollution,
5 the vibration, the light and all the things we've
6 talked about could not be more detrimental than they
7 were here.

8 Now, what concerns us is that all of the
9 property that is involved here is the subject of
10 covenants and restrictions that Noisette established
11 that envisioned things far different than what we
12 have here and somehow, somehow those are being
13 ignored and we would like for someone to answer for
14 that and see how that has occurred.

15 And so I guess what we are looking for
16 you-all to do is to be someone who in a world of
17 darkness where no one cares to care and to see what
18 you can do to see that people like us who invested in
19 the New American City who now find themselves in a
20 far different place are treated fairly because thus
21 far -- and I will tell you we are in litigation right
22 now with the railroad and with Noisette.

23 And so there will be no misunderstanding
24 about our position in the thing, we have tried to
25 have dialogue with them and we have been ignored.

Page 28

1 And we think that someone should have dialogue with
2 us. And to the extent we can look to you to help
3 provide that dialogue or to the railroad to help
4 provide it, you know, we would like to have it
5 happen. Because what's happened to us simply has not
6 been fair in any imaginable circumstances. Thank
7 you.

8 LIEUTENANT COLONEL LITZ: Thank you, sir.
9 Appreciate the comments.

10 Okay. Next is Chip Hester. Come on up.

11 THE SPEAKER: Thank you for your time. I'm
12 Chip Hester, and I'm part ownership Ott Distributors
13 and Sino Heating Company which is located at the
14 north most end of the project off of Aragon.

15 My main concern is the proposed rail Y at
16 Spruill Avenue and Bexley and just thinking about the
17 time of maybe starting and stopping of train traffic
18 there along with the road traffic. Also, our
19 facility is about 100,000 square feet of warehouses
20 that run all along Aragon Avenue, which is a
21 dead-end. And we share one side of the street and we
22 own one side of the street. The City of North
23 Charleston is on the other side, but they are soon to
24 be leaving. It puts us on a dead-end without much
25 leverage.

Page 29

1 And we depend on traffic from contractors.
2 We're a wholesale company. And part of the project
3 will be a spur that goes right through the middle of
4 my property which is a right-of-way already owned by
5 the rail company which, you know, has always been
6 there. But we're concerned about access to and from
7 our facility for our customers.

8 As I said, we are more than just going out
9 and servicing; we are also a wholesale company that
10 people come to. And a customer that could be leaving
11 our facility, coming or going, has probably crossed
12 three or four possible tracks. And we're just
13 concerned about any other access to our property in
14 this proposal.

15 And, again, some of my questions were
16 answered tonight about maybe the amount of trains,
17 the lengths of trains, but just concerned about that
18 Y area at Spruill and Bexley and wondering how much
19 starting and stopping of the trains will take place
20 there and how it will effect the road traffic, not
21 only once this is completed but upon construction;
22 again, access to our business which is located on a
23 dead-end. There is no in or out without having to
24 cross a train or a track. Thank you.

25 LIEUTENANT COLONEL LITZ: You're welcome,

Page 30

1 sir. Thank you.

2 Okay. Next is Imam Rashed.

3 THE SPEAKER: Thank you, Colonel. I'm here
4 today by invitation because I'm a property owner and
5 this letter I get from the US Corps of Army Engineers
6 and also directly where I obtained residency in Union
7 Heights since 1974. And our concern here is -- let
8 me see if I can put my glasses on. Thank you.

9 Now, we have four points of concerns.
10 Number one, the railroad will add more trucks to the
11 Navy Yard access road and other communities will also
12 be affected. More noise, two. Three, would add more
13 environmental air pollution. Four, which will add
14 more diseases such as asthma that will affect the
15 people in the area. Five, as the diseases increases
16 which will result in more hospital bills forever.
17 The diseases and the hospital bills are forever. The
18 railroad and the Navy Yard access road are forever
19 and the health of the community are forever. Thank
20 you.

21 LIEUTENANT COLONEL LITZ: Thank you for
22 your comments.

23 Anthony Gentile.

24 THE SPEAKER: Thank you. Anthony Gentile,
25 4106 O'Hare Avenue. Mr. Ball already mentioned my

Page 31

1 question, my concern about our neighborhood being
2 locked in at Saint Johns and O'Hare when the circle
3 goes in at the end. I have talked to several people.
4 There is an old gate and there's a possibility they
5 won't be able to open that.

6 The other question is in our neighborhoods
7 we put in the horn zones. And since we are going to
8 have a lot of new trains at Bexley and those
9 different crossings, I would think that should be
10 something that they do in those neighborhoods since
11 they are going to be going through neighborhoods to
12 have the low impact horns when they cross streets
13 like they do now on several of the roads in our
14 neighborhood. So thank you very much.

15 LIEUTENANT COLONEL LITZ: Okay. Thank you
16 for your comments.

17 Next is Bill Stanfield.

18 THE SPEAKER: Good evening. My name is
19 Bill Stanfield, as you know already. I live about
20 100 yards from where the rail lines will be located
21 on Success Street in the Chicago Cherokee
22 neighborhood. I also have the privilege of serving
23 as the director of a non-profit organization called
24 Metanoia that runs kids programs and does affordable
25 housing work and economic development in the same

Page 32

1 neighborhood right adjacent to the Navy Base.

2 At this point, like probably a lot of
3 people in the crowd tonight, most of what I have are
4 questions. I understand you can't answer them, but I
5 hope you will be asking the same, so I'm going to
6 list them off, if that's okay.

7 One is I have questions about the track
8 location. In terms of the actual main facility
9 itself, what is the reason for having the track so
10 close up to the community itself? Houses are really
11 going to be less than 50 feet from the closest rail
12 track, if I'm looking at it correctly.

13 Another question that I hear from my
14 younger peers in the neighborhood that I know they're
15 concerned about is the loss of the Sterrett Hall
16 Recreation Facility, which a lot of them use for
17 fitness and the community uses for meetings and that
18 kind of thing. So that facility contains a gym, a
19 weight room and simply a hall where people have
20 oftentimes met and have community programming.

21 Another concern I hear are just getting a
22 good understanding of baselining the various
23 environmental effects, which I know you all do as a
24 matter of course, but just making sure that things
25 like vibration, air quality, water quality have both

Page 33

1 baselines as well as something to measure against
2 them eventually. And then knowing what kinds of
3 innovations are available around the country that
4 could be implemented here for trains, you know,
5 alternatives to diesel fuel and that kind of thing.
6 And then also we hope, ultimately, that
7 given the facility it seems like it's going to
8 possibly happen, that we can figure out what
9 opportunities are available for economic benefit for
10 the people most affected which are the folks in our
11 neighborhood, and so what kinds of proactive
12 opportunities can be pursued in terms of job
13 development and job opportunities for the
14 neighborhood.
15 And then finally a question that was shared
16 with me by somebody who had to leave is what, other
17 than the public feedback process, what involvement
18 will be invited from neighborhood folks in the
19 process of dialoguing about the facility and that
20 sort of thing as well. So thank you-all very much.
21 LIEUTENANT COLONEL LITZ: Okay. Thanks for
22 your comments and your questions. You can ask a
23 question and we will record it. You know, if that's
24 something that you think should be studied, we will
25 count it as a comment. I think we all understand we

Page 34

1 are not to the point where we can answer specific
2 questions tonight, so.
3 So next is Rahim Karrien.
4 THE SPEAKER: Good evening. My comments,
5 actually, Bill kind of asked some of the questions
6 that I would like to ask. I live in the southern end
7 of the project, the Union Heights community.
8 My concern somewhat is that are there going
9 to be any impacts to the southern end. I know that
10 the southern end is going to be an entranceway to the
11 rail yard, and rather the southern end is going to be
12 exposed to any more negative impacts. We do have
13 Cooper Yard down there, which is something else. But
14 in addition to the Cooper Yard and the community
15 being exposed as an entranceway to the new rail
16 facility, what type of impacts that would have on our
17 community. But Bill kind of asked the questions to
18 that more. Thank you very much.
19 LIEUTENANT COLONEL LITZ: Okay, great.
20 Thank you, sir. Appreciate those comments.
21 Kevin Middleton. Kevin Middleton.
22 (There was no response.)
23 LIEUTENANT COLONEL LITZ: Okay. Maybe he
24 stepped out for a moment. We will go to the next
25 one. Jock Stender.

Page 35

1 THE SPEAKER: I'm Jock Stender. I
2 understand that neither Norfolk Southern nor CSX has
3 endorsed or agreed to receive or deliver intermodal
4 freight to or from this proposed intermodal rail
5 terminal. Both have been operating their own
6 intermodal terminals in North Charleston, the Bennett
7 and the Ashley Yards since the early 1970s.
8 I believe the EIS should consider two
9 topics that I am presenting here. Topic number one,
10 I believe that the EIS analysis should consider and
11 disclose a sensitivity analysis making assumptions of
12 the potential volumes of freight that will move via
13 this terminal broken down by A, letter A,
14 containerized and non-containerized freight moving
15 through -- I take it back.
16 This is where the A begins. A, the Ports
17 Authority, the SPA's new Navy Base Container
18 Terminal; B, the SPA's Columbus Street Terminal; C,
19 the SPA's North Charleston Terminal; D, the SPA's
20 Wando Terminal; and, E, the SPA's Veterans Terminal
21 which is clearly marked as a proposed ro-ro terminal
22 to handle automobiles, trucks, bulldozers and other
23 rolling stock and out-of-gage cargoes like wind
24 turbine blades, motor boats and yachts.
25 Significantly, I do not trust the Ports

Page 36

1 Authority and believe that the Ports Authority needs
2 to disclose the time frame for converting the
3 Veterans Terminal, which is now empty, into a ro-ro
4 terminal and when will that occur and what will be
5 that volume.
6 Topic number two, I believe the EIS should
7 also present the cost savings that would be realized
8 per 20-foot and/or 40-foot container or flat rack
9 moving to and from the new SPA Navy Base container
10 terminal and the proposed intermodal terminal.
11 I understand from Jeff McWhorter with
12 Palmetto Railways that this freight will move between
13 these two points on a dedicated road on yard hustlers
14 quote, unquote. I think this is an excellent low
15 cost, low environmental impact technique that will
16 make the location more competitive and attractive to
17 Norfolk Southern and CSX but also to the shippers and
18 steamship lines because they are the entities that
19 currently pay the drayage costs between the SPA's
20 container terminals and Norfolk Southern's and CSX's
21 existing intermodal yards which drayage now costs
22 between \$95 and \$125 per container or flat rack.
23 Thank you.
24 LIEUTENANT COLONEL LITZ: Okay, sir, thank
25 you.

Page 37

1 I will call one more time for Kevin
2 Middleton. I have a card. It's okay if you decline
3 to come up and make comments.
4 (There was no response.)
5 LIEUTENANT COLONEL LITZ: Okay. That round
6 is complete. That's all the comments I have. Is
7 there anyone else out there that would like to come
8 forward and make a comment before we close out
9 tonight for the record?
10 Gentlemen, if you would like to come
11 forward and get a card and fill it out.
12 I will ask for a show of hands again and we
13 will just bring cards out to you. There's one in the
14 front row. Is there someone else back here? A
15 gentleman in the green jacket.
16 THE SPEAKER: Yes, my name is William
17 Parker. I was actually in the marine industry here
18 in Charleston for 12 years, and I attended the
19 original impact studies for the actual building of
20 the container terminal facility.
21 A long time ago when I got on the boats, I
22 promised myself one thing -- two things. One, that I
23 would never live more than five minutes from the
24 boat. If you miss the boat, you're not going to make
25 it. Two, after learning my lessons, that I would

Page 38

1 never live over a bridge from getting access to the
2 boat.
3 Because of life and limb, I'm actually in
4 the financial services industry now, which is the
5 complete opposite. But that being said, we moved to
6 the Park Circle area. I actually maintained and
7 operated and managed a barge that is now at the new
8 Kinder Morgan Terminal, what was formally -- right
9 next to what was formerly Hess.
10 My concerns, you know, I'm on both sides of
11 the fence. One, I understand the need for maritime
12 as well as the transportation and industry that we
13 are bringing to the old Navy Base. It was really
14 funny when the federal government did pull out of the
15 Navy Base, I was actually surprised by -- we were
16 expecting such a large impact and a loss of jobs, but
17 we actually had a large increase to fill that void.
18 And those jobs and industries turned out to be in the
19 tech industry, a lot of brain industries started to
20 fill into the Navy Base, and I too bought into the
21 Noisette product and purchased property in the Park
22 Circle area. So I, like many others, saw the grand
23 vision of Noisette.
24 I would love to find a happy medium between
25 the two, but I also now notice that in certain

Page 39

1 instances that I might as well live on the other side
2 of a bridge from where I work now because of the
3 train traffic that either happens to me when I move
4 southward to bypass I-26 to get to my offices
5 downtown, or if I go north to go to Mount Pleasant, I
6 encounter train traffic at North Rhett at 526.
7 The other issue there is that 526 was not
8 built from a standpoint of -- on course to handle the
9 load of traffic that's going on and off of 526 at
10 that junction. When there is a rail -- when there is
11 a train at the North Rhett 526 junction area, things
12 literally lock up for a certain period of time well
13 after the train is gone in peak hours of commuter
14 congestion.
15 The other thing I noticed and I learned
16 from the ocean is that, you know, you can't impede
17 Mother Nature. And sound travels very well over
18 water. I'm very well used to a container hatch
19 thumping and bumping. I sleep right through that.
20 But the noise exposure that I did not expect is that
21 from the traffic that's on 526 as it's elevated above
22 the neighborhood.
23 Secondly, I've come to notice that it turns
24 out that, like water, train tracks are a high
25 conductor of noise. I have actually been pretty

Page 40

1 surprised by the noise that can come from the
2 terminal, from the intermodal that's actually on the
3 other side of North Meeting. That sound filters
4 right through the neighborhoods. And without
5 forestry, without houses that are flat, you know,
6 that sound conducts very quickly through the
7 neighborhoods. So sound impact is a key to me and
8 the traffic impact is a huge key to me.
9 Again, I've noticed in the world of the
10 financial markets that stability is always
11 appreciated. And if I knew the train schedule when
12 it came to CSX and Norfolk Southern and I knew the
13 trains were going to be coming through on the south
14 end at one point and they were going to be coming
15 though the north end at one point, that's a little
16 bit different story in planning one's commute. But
17 not knowing will I be cut off on the south, the north
18 and I really think the volume of traffic is going to
19 be a lot higher than it is estimated here.
20 So, again, traffic, commerce and noise
21 barriers or at least nullification of some of the
22 sound that's going to come from the terminal. Thank
23 you.
24 LIEUTENANT COLONEL LITZ: Thank you very
25 much. And as you sit out here and hear some of these

Page 41

1 comments, if you can think of something, something
2 jogs your memory, you get an idea, just please come
3 up and get a card or raise your hand and someone will
4 get a card out to you. This is good dialogue. Thank
5 you.

6 St. Clair Jenkins.

7 THE SPEAKER: Thank you very much, Colonel.

8 I guess my comment is on the traffic
9 because I'm looking at Spruill Avenue being
10 downgraded to a two-lane highway from Union Heights
11 all the way up to I guess that's Durant. And if
12 traffic is to get stopped by a train there, you are
13 going to have a bottleneck that's going to be out of
14 this world.

15 We're already having problems traversing
16 the road from left to right, up, downtown, whatever.

17 And supposedly it was about a bike lane, but I really
18 think it was about this whole thing coming in.

19 My other question is what is being brought
20 in on the trains or these containers that are coming
21 into the area. We had some problems before about
22 containers. I don't know if that was part of the
23 Ports Authority or whose, but I'm very concerned
24 about the health issues with the containers as far as
25 what's being stored or what's being transported

Page 42

1 through. Thank you.

2 LIEUTENANT COLONEL LITZ: You're welcome,
3 sir. Thank you for your comments.

4 Helen Gray-Wiley.

5 THE SPEAKER: Good evening.

6 LIEUTENANT COLONEL LITZ: Good evening.

7 THE SPEAKER: I'm Helen Gray-Wiley from
8 Bennett Yard Road and Green Grove Community. My
9 community sits right in the beginning of the Bennett
10 Yard Road Terminal.

11 My question is how would that effect
12 additional trains utilizing, if they're going to
13 utilize the CSX Terminal that's going to be leaving
14 out of that yard, how many trains we will have to
15 endure, additional trains?

16 I have heard various conversation and talk
17 about vibration and noise. To build trains -- I've
18 lived there over 50 years, and the vibration and the
19 noise is unbearable. We have been asking for certain
20 type of relief. Now we are up against another
21 proposal of additional trains. One house lives
22 approximately 60 feet from where the trains are being
23 built, the couplings, the trains being idle, 1:00,
24 2:00 in the morning. It's just unbearable. It's
25 almost like a hurricane every single day. And that's

Page 43

1 the kind of impact it's going to be, because I have
2 to live through it, so I know how it is to have to
3 endure and live that close to a train path.

4 But, you know, I am concerned about if
5 you're going to utilize the CSX rails, how will it
6 affect the Bennett Yard Road, Green Grove Community
7 which already has negative impact from the CSX
8 Railway. Thank you.

9 LIEUTENANT COLONEL LITZ: Very good, thank
10 you. This is Germaine Jenkins.

11 THE SPEAKER: Thank you. My comment is
12 going back to something I just heard about the Navy
13 Base closure increasing tech jobs.

14 What also happened, I guess when the Navy
15 Base closed, is that those blue collar jobs were
16 lost. And as a result, where the community was once
17 stable, it was the highest employer of blue collar
18 workers probably in the state. Now there's a lot of
19 folks that are living below the poverty level in that
20 neighborhood. And not only in jobs is that community
21 ignored, but also in the fact that the schools in
22 that neighborhood are failing. There's no grocery
23 stores near -- within 50 feet near where Bill lives,
24 but there's a community garden now.

25 We have been working with the neighborhood

Page 44

1 with renters who are stable in that neighborhood
2 within 50 feet of where the rail project is proposed
3 who may decide to leave. And they, you know, are --
4 for that portion of the community right there between
5 Calvert and Orvid Streets would help keep that garden
6 going and that was the first of many projects that we
7 hoped to put there.

8 We've been remediating that soil for the
9 last couple of years, brought back wildlife that
10 wasn't there before, and we're about to get a
11 playground. And my concern is with the noise, again,
12 deterring some of those stable residents who are
13 renters leaving.

14 We also have an issue of air quality where
15 that will impact the work that we are doing on this
16 organic garden. But, also, now that there's a
17 playground in the neighborhood, the kids might not --
18 may continue to come to the playground even though
19 there's an air quality problem. And those issues of
20 asthma may either be generated or aggravated for a
21 community that has already been ignored. So my hope
22 is that something is done to mitigate that. Thank
23 you.

24 Oh, and another thing, I'm sorry. I'm a
25 homeowner, just like some of the other folks in here,

<p style="text-align: right;">Page 45</p> <p>1 and because of those negative conditions within the 2 neighborhood, my house is under water right now and 3 just having one more negative thing is going to not 4 make my property value go up, so. 5 I want to say thank you. 6 LIEUTENANT COLONEL LITZ: Thank you for 7 your comments. 8 Yes, sir. One more. 9 THE SPEAKER: My name is Herb Fraser-Rahim. 10 I filled out one of those cards over there and I 11 apologize for the last minute coming up like this. 12 But the reason I did this, decided to come up is 13 because of a comment that the young lady made just 14 now. 15 We basically have submitted to you a list 16 of the concerns that we have, and this was reiterated 17 by Bill Stanfield earlier that we're talking about, 18 as well as Rahim Karrien spoke of earlier also. 19 THE COURT REPORTER: I'm sorry, if I can 20 get you to speak up, please. 21 LIEUTENANT COLONEL LITZ: Sir. 22 THE SPEAKER: Can you hear me? 23 THE COURT REPORTER: Now I can. 24 THE SPEAKER: Okay. Basically, we 25 represent three community groups: The Lowcountry</p>	<p style="text-align: right;">Page 47</p> <p>1 the appendix section to the EIS document. And in the 2 mitigation plan, we basically -- we renegotiated 3 certain elements in that mitigation plan to benefit 4 the community and issues that were just articulated 5 by the young lady who just came up a few minutes ago. 6 We want to make sure that those negative 7 impacts that take place, you understand, or any 8 negative impacts that take place on the property are 9 dealt with. And so we're encouraging you to make 10 sure that you get continuous input from the 11 communities in regards to the mitigation plan 12 associated with the Environmental Impact Statement. 13 Thank you. 14 LIEUTENANT COLONEL LITZ: Okay, thank you. 15 Yes, that's why it's important to make these kinds of 16 comments early in the process, so thank you very 17 much, sir. 18 Okay. I'm not seeing any more hands going 19 up, so I'm going to go ahead and close this out. So 20 officially this closes the comment portion of the 21 meeting. I would like to thank everybody for their 22 input tonight, and we did capture that for the record 23 with the court reporter tonight. 24 If you have concerns that you feel did not 25 get addressed here tonight, make sure that you</p>
<p style="text-align: right;">Page 46</p> <p>1 Alliance for Model Communities, the Metanoia and the 2 Sea Crab. 3 THE COURT REPORTER: I'm sorry, the? 4 THE SPEAKER: The Sea Crab, which is a 5 community, Charleston Community Research to Action. 6 Can you hear me now? 7 THE COURT REPORTER: Yes, sir. 8 THE SPEAKER: Okay. The Charleston 9 Community Research to Action Board, Metanoia and 10 Lowcountry Alliance for Model Communities, those are 11 the three entities that basically have put together 12 some information that we've submitted to you. 13 I think one of the things I wanted to come 14 up and just kind of bring to your attention that we 15 were heavily involved in the negotiations in the 16 community Environmental Impact Statement for the 17 State Ports Authority. And one of the elements of 18 that process was that there was a mitigation plan 19 that was developed as part of that. When the -- we 20 unfortunately got involved in the draft stage of the 21 EIS process. Fortunately, we are starting from the 22 beginning now. 23 And one of the things that came up during 24 the review of that in the EIS, that stage, was there 25 was a very weak mitigation plan that was involved in</p>	<p style="text-align: right;">Page 48</p> <p>1 consult the project website for additional 2 information about the proposed project and updates 3 regarding the status of the EIS or provide us with 4 your comments via mail. If there is something you 5 are thinking of as you drive home tonight, write it 6 down and mail it to us and we will get it included in 7 the record. 8 So comments will be taken until the 14th 9 of December as part of the scoping process and that's 10 it. I appreciate you being here tonight. This 11 officially adjourns the meeting and have a great 12 night. 13 (WHEREUPON, the proceedings were concluded at 14 8:12 p.m.) 15 16 17 18 19 20 21 22 23 24 25</p>

1 STATE OF SOUTH CAROLINA)
2 COUNTY OF CHARLESTON)C E R T I F I C A T E
3)

4 I, Holly Hiott O'Quinn, Independent Court Reporter
5 and Notary Public for the State of South Carolina,
6 certify that I did appear on November 14, 2013 at the
7 Chicora School of Communications, 3795 Spruill Avenue,
8 North Charleston, South Carolina; that the foregoing
9 pages constitute a true and accurate transcript of
10 statements given at the time and place.

11 I do further certify that I am not of counsel or
12 kin to any of the parties to this cause of action, nor
13 am I interested in any manner of its outcome.

14 IN THE WITNESS WHEREOF I have hereunto set my
15 hand and seal this the 6th day of December, 2013.

16

17

18

19 _____
20 Notary Public for South Carolina
21 My Commission Expires March 21, 2016

22

23

24

25

	addresses (2) 6:20;21:14	12:25;35:10,11	7:22	baselines (1) 33:1
\$	adjacent (3) 14:23,24;32:1	and/or (1) 36:8	attended (2) 8:24;37:18	baselining (1) 32:22
\$125 (1) 36:22	adjourns (1) 48:11	answered (1) 29:16	attention (1) 46:14	basically (4) 45:15,24;46:11;47:2
\$4 (1) 25:19	administrators (1) 6:15	Anthony (2) 30:23,24	attracted (1) 24:6	beautiful (1) 25:20
\$95 (1) 36:22	advantage (1) 8:12	anticipation (1) 26:15	attractive (1) 36:16	beauty (1) 24:8
A	affect (2) 30:14;43:6	apologize (1) 45:11	audience (3) 7:10;9:24;23:23	become (1) 26:24
able (6) 12:21,22;15:13;16:1; 18:14;31:5	affected (2) 30:12;33:10	apparently (1) 25:25	authorities (1) 4:3	becomes (2) 20:6;26:25
above (1) 39:21	affordable (1) 31:24	appendix (1) 47:1	Authority (6) 10:20;35:17;36:1,1; 41:23;46:17	begin (2) 3:25;5:13
absolutely (2) 24:1;26:23	again (10) 8:17;15:22;16:23; 23:12;29:15,22;37:12; 40:9,20;44:11	applicant (1) 22:5	authorize (1) 6:17	beginning (4) 15:5;17:8;42:9; 46:22
accept (1) 23:9	against (4) 5:16;6:14;33:1; 42:20	application (3) 3:11;14:6;17:7	automobiles (1) 35:22	begins (1) 35:16
access (14) 13:18;18:3,4;19:3; 14:20;10,17,19;29:6; 13,22;30:11,18;38:1	agencies (1) 5:22	applying (1) 11:12	available (2) 33:3,9	behalf (2) 24:23;26:4
accommodate (1) 8:15	agency (2) 6:13;22:6	appreciate (6) 2:21;23:12,17;28:9; 34:20;48:10	Avenue (13) 11:5;13:5,16,17; 18:20,21;19:6,11,19; 28:16,20;30:25;41:9	belly-up (1) 26:8
accordance (2) 6:3;26:12	agency's (1) 4:9	appreciated (1) 40:11	avoid (1) 18:9	below (1) 43:19
acres (4) 4:21;5:5,9;10:14	aggravated (1) 44:20	appropriate (1) 2:22	avoiding (1) 11:19	bend (1) 19:25
Act (8) 5:11,12,20,21,23; 10:8,9;12:12	ago (3) 24:5;37:21;47:5	approximately (3) 5:5,8;42:22	awful (1) 17:11	benefit (4) 12:3;20:25;33:9; 47:3
Action (2) 46:5,9	agreed (1) 35:3	Aragon (3) 18:16;28:14,20	B	benefits (1) 5:15
actively (1) 7:21	ahead (4) 12:14,17;21:23; 47:19	area (9) 10:24;13:24;18:16; 29:18;30:15;38:6,22; 39:11;41:21	back (16) 2:9;3:16;4:10;14:16; 15:22;16:9,17;18:10, 21;19:25;20:13;27:3; 35:15;37:14;43:12; 44:9	Bennett (4) 35:6;42:8,9;43:6
actual (4) 15:17,17;32:8;37:19	air (7) 12:1;15:11;27:4; 30:13;32:25;44:14,19	Army (4) 5:10,18;9:19;30:5	background (1) 4:1	better (1) 8:13
Actually (17) 10:23;12:25;13:1; 16:24;17:17,20;19:10, 11;20:14;34:5;37:17; 38:3,6,15,17;39:25; 40:2	Allegiance (2) 2:23,25	around (5) 3:16,22;18:21;19:25; 33:3	Bainbridge (2) 20:1,7	Bexley (5) 18:16,25;28:16; 29:18;31:8
add (4) 8:25;30:10,12,13	Alliance (2) 46:1,10	arrival (1) 26:15	balanced (1) 6:22	beyond (1) 11:24
adding (1) 20:25	almost (3) 15:20;16:6;42:25	arrow (1) 15:7	balancing (1) 5:19	big (2) 11:16;18:2
addition (5) 3:21;5:20;8:25;9:4; 34:14	along (3) 11:5;28:18,20	articulated (1) 47:4	Ball (9) 3:12;4:2;5:23;9:19, 21,25;10:2;17:15; 30:25	bike (1) 41:17
additional (7) 7:25;16:10;23:8; 42:12,15,21;48:1	alternatives (1) 33:5	Ashley (1) 35:7	barge (1) 38:7	Bill (6) 31:17,19;34:5,17; 43:23;45:17
additionally (1) 7:25	Although (1) 6:6	assistance (1) 6:4	barriers (1) 40:21	bills (2) 30:16,17
address (7) 7:9;8:10,10;14:2,7; 16:19;17:1	always (2) 29:5;40:10	associated (4) 5:5;11:8;14:19; 47:12	Base (22) 4:22,25;10:16;13:5, 23;17:24;19:14,18,24; 20:16,18;23:20;24:3, 10;32:1;35:17;36:9; 38:13,15,20;43:13,15	bit (3) 3:14;23:25;40:16
addressed (2) 14:4;47:25	American (5) 25:17;26:16,16;27:1, 19	assumptions (1) 35:11		blades (1) 35:24
	amount (1) 29:16	asthma (2) 30:14;44:20		block (1) 13:18
	analyses (2) 15:17;16:4	at-grade (1) 12:5		blue (2) 43:15,17
	analysis (3)	Atkins (5) 3:17,19;6:5,6,8		board (2) 17:18;46:9
		attend (1)		boat (3)

37:24,24;38:2 boats (2) 35:24;37:21 both (7) 6:22;8:9;12:4;18:4; 32:25;35:5;38:10 bottleneck (1) 41:13 bought (1) 38:20 brain (1) 38:19 branch (2) 3:10,13 bridge (5) 11:7,9;19:4;38:1; 39:2 brief (1) 9:20 bring (3) 9:11;37:13;46:14 bringing (1) 38:13 broad (2) 21:19,21 broken (1) 35:13 brought (5) 3:3;23:10;24:4; 41:19;44:9 Bryan (2) 23:16,22 build (6) 10:12,23;18:24; 19:11;20:22;42:17 building (8) 10:20;12:3;17:24; 21:7;26:10,11,19; 37:19 buildings (1) 26:14 built (4) 26:12,14;39:8;42:23 bulldozers (1) 35:22 bumping (1) 39:19 business (2) 8:9;29:22 bypass (1) 39:4	came (6) 8:8,18;25:16;40:12; 46:23;47:5 Can (29) 2:9;5:13;6:24;7:22; 8:1;9:1,22;14:4;15:10, 11;17:21;22:16;23:21, 24;24:23;25:12;27:18; 28:2;30:8;33:8,12,22; 34:1;40:1;41:1;45:19, 22,23;46:6 capture (3) 16:14;23:14;47:22 captured (1) 6:24 card (11) 8:9,19,21;9:9,11, 17;37:2,11;41:3,4 cards (5) 8:23;9:4;22:25; 37:13;45:10 care (1) 27:17 carefully (1) 5:16 cares (2) 25:9;27:17 cargoes (1) 35:23 Carolina (2) 4:21;13:5 cars (1) 5:4 center (1) 17:12 certain (4) 38:25;39:12;42:19; 47:3 Charleston (11) 2:14;3:4;4:22;24:5; 26:14;28:23;35:6,19; 37:18;46:5,8 Cherokee (1) 31:21 Chicago (2) 2:16;31:21 Chief (3) 3:5,9,10 Chip (2) 28:10,12 Circle (6) 13:8,18;22:24;4; 31:2;38:6,22 circumstances (1) 28:6 cited (1) 3:1 City (5) 25:17;26:16;27:1,19; 28:22 Clair (1) 41:6 clarity (1)	24:24 Clean (3) 5:12,21;10:8 cleaning (1) 20:5 Clearly (4) 21:16,17,17;35:21 clients (1) 25:19 close (5) 19:10;32:10;37:8; 43:3;47:19 closed (1) 43:15 closes (1) 47:20 closest (1) 32:11 closure (1) 43:13 Coast (1) 2:9 collar (2) 43:15,17 COLONEL (32) 2:8,13;3:2;10:1,10; 12:11;21:25;22:1,9,23; 23:21,24;25:4,6;28:8; 29:25;30:3,21;31:15; 33:21;34:19,23;36:24; 37:5;40:24;41:7;42:2, 6;43:9;45:6,21;47:14 Columbus (1) 35:18 coming (7) 2:12;29:11;40:13,14; 41:18,20;45:11 commander (1) 2:14 comment (9) 16:25;22:25;23:5; 33:25;37:8;41:8;43:11; 45:13;47:20 commenting (1) 16:13 comments (25) 4:16;7:9,10,12;8:6; 21:13;22:18,24;23:2,8, 13;28:9;30:22;31:16; 33:22;34:4,20;37:3,6; 41:1;42:3;45:7;47:16; 48:4,8 commerce (1) 40:20 communicate (1) 8:11 communication (1) 8:13 Communications (2) 2:17;3:15 communities (4) 30:11;46:1,10;47:11 community (24)	15:13;21:6,11;30:19; 32:10,17,20;34:7,14, 17;42:8,9;43:6,16,20, 24;44:4,21;45:25;46:5, 5,9,16;47:4 commute (1) 40:16 commuter (1) 39:13 Company (4) 28:13;29:2,5,9 competitive (1) 36:16 complete (2) 37:6;38:5 completed (1) 29:21 complicated (1) 19:23 comply (1) 5:22 component (1) 17:23 components (3) 17:17,22;21:19 conceptual (1) 12:16 concern (11) 13:18,21;17:2;19:20; 24:15;28:15;30:7;31:1; 32:21;34:8;44:11 concerned (10) 11:22;13:6,8,16; 29:6,13,17;32:15; 41:23;43:4 concerns (11) 7:5;13:4;15:14; 16:19;22:18;24:18; 27:8;30:9;38:10;45:16; 47:24 conclude (1) 7:17 concluded (1) 48:13 conditions (1) 45:1 conductor (1) 39:25 conducts (1) 40:6 congestion (1) 39:14 connecting (1) 18:1 consider (2) 35:8,10 considered (3) 7:6,20;9:16 constant (1) 27:1 construct (1) 6:12 constructing (1)	19:9 construction (4) 5:2,14;11:8;29:21 consult (1) 48:1 Container (14) 4:25;10:13,20,21; 20:4,12,16;35:17;36:8, 9,20,22;37:20;39:18 containerized (2) 5:3;35:14 containers (4) 20:23;41:20,22,24 contains (1) 32:18 content (1) 6:7 context (1) 12:8 continue (2) 19:13;44:18 continues (1) 20:7 continuous (1) 47:10 contractor (2) 3:18;6:5 contractors (1) 29:1 conversation (1) 42:16 converting (1) 36:2 Cooper (2) 34:13,14 copies (1) 2:3,5 copy (2) 2:2,3,5 Cordell (1) 23:16 Corp (1) 6:8 Corps (22) 2:14;3:6,15;4:19; 5:11;6:4,7,11;7:9;9:19; 10:2,5;11:10,19;12:8; 14:8,17,22;17:6;20:14; 22:6;30:5 Corps' (4) 4:3;6:3;11:14;21:3 correctly (1) 32:12 Cosgrove (1) 19:17 cost (2) 36:7,15 costs (2) 36:19,21 count (1) 33:25 country (1) 33:3
C				
call (5) 9:4;18:19;23:2,16; 37:1 called (2) 11:17;31:23 calls (1) 17:16 Calvert (1) 44:5				

<p>couple (2) 18:12;44:9</p> <p>couplings (1) 42:23</p> <p>course (4) 8:6;21:14;32:24; 39:8</p> <p>court (9) 2:1,2,5;7:11;23:13; 45:19,23;46:3,7;47:23</p> <p>courtesy (1) 2:19</p> <p>covenants (1) 27:10</p> <p>Crab (2) 46:2,4</p> <p>created (1) 24:20</p> <p>Creek (4) 10:16;18:15;24:9,12</p> <p>critically (1) 26:19</p> <p>cross (3) 18:15;29:24;31:12</p> <p>crossed (1) 29:11</p> <p>crossings (3) 12:6,8;31:9</p> <p>crowd (1) 32:3</p> <p>CSX (11) 11:6;18:4,7,14,23; 35:2;36:17;40:12; 42:13;43:5,7</p> <p>CSX's (2) 19:1;36:20</p> <p>cul-de-sac (1) 13:17</p> <p>Currently (2) 11:2;36:19</p> <p>customer (1) 29:10</p> <p>customers (1) 29:7</p> <p>cut (2) 23:7;40:17</p>	<p>decision (8) 5:17;6:16,21;7:17; 14:18;17:4,4,6</p> <p>decline (1) 37:2</p> <p>dedicated (1) 36:13</p> <p>deliver (1) 35:3</p> <p>Department (1) 5:18</p> <p>depend (1) 29:1</p> <p>deputy (2) 3:9,20</p> <p>describe (1) 22:3</p> <p>described (2) 20:13;25:22</p> <p>describing (1) 22:10</p> <p>desk (1) 8:22</p> <p>determined (1) 5:19</p> <p>deterring (1) 44:12</p> <p>detrimental (1) 27:6</p> <p>detrimentally (1) 26:20</p> <p>detriments (1) 5:16</p> <p>develop (2) 4:23;5:7</p> <p>developed (1) 46:19</p> <p>development (4) 9:14;24:25;31:25; 33:13</p> <p>dialogue (4) 27:25;28:1,3;41:4</p> <p>dialoguing (1) 33:19</p> <p>diesel (1) 33:5</p> <p>different (8) 17:16,22;18:13;21:9; 27:11,20;31:9;40:16</p> <p>direct (2) 20:23;23:13</p> <p>directed (1) 6:8</p> <p>directly (1) 30:6</p> <p>director (1) 31:23</p> <p>disclose (2) 35:11;36:2</p> <p>discovered (1) 16:11</p> <p>diseases (3) 30:14,15,17</p>	<p>displays (1) 3:23</p> <p>distinguished (1) 26:16</p> <p>Distributors (1) 28:12</p> <p>District (2) 2:15;3:5</p> <p>Division (1) 3:5</p> <p>document (6) 5:25;7:12;8:24;17:1, 6:47:1</p> <p>documentation (1) 23:9</p> <p>done (2) 12:25;44:22</p> <p>double-stack (1) 20:3</p> <p>down (9) 10:19,21;18:25;19:6, 9,22;34:13;35:13;48:6</p> <p>downgraded (1) 41:10</p> <p>downtown (2) 39:5;41:16</p> <p>Draft (6) 7:24;15:24;16:5,14, 16:46;20</p> <p>draining (1) 10:16</p> <p>drayage (4) 10:19;20:10;36:19, 21</p> <p>drive (1) 48:5</p> <p>Durant (1) 41:11</p> <p>during (3) 3:24;7:6;46:23</p>	<p>elements (2) 46:17;47:3</p> <p>elevated (1) 39:21</p> <p>elevating (1) 20:3</p> <p>else (4) 17:14;34:13;37:7,14</p> <p>emergency (1) 13:20</p> <p>employer (1) 43:17</p> <p>empty (1) 36:3</p> <p>enable (1) 18:25</p> <p>encounter (1) 39:6</p> <p>encourage (1) 8:11</p> <p>encouraging (1) 47:9</p> <p>end (17) 10:21;13:4;17:8; 19:14;20:18;23:20; 24:3,10,25;28:14;31:3; 34:6,9,10,11;40:14,15</p> <p>endorsed (1) 35:3</p> <p>endure (2) 42:15;43:3</p> <p>Engineers (15) 2:15;3:6;4:19;5:11; 10:3,5;11:11;12:9; 14:8,17,22;17:6;20:14; 22:7;30:5</p> <p>ensure (4) 6:20;7:11,19;8:20</p> <p>entire (1) 15:24</p> <p>entities (2) 36:18;46:11</p> <p>entity (1) 25:15</p> <p>entranceway (2) 34:10,15</p> <p>Environment (2) 6:2;14:15</p> <p>Environmental (12) 5:22;9:14;12:12; 14:4;15:24;16:6,20; 30:13;32:23;36:15; 46:16;47:12</p> <p>envisioned (1) 27:11</p> <p>EPA (1) 11:18</p> <p>equal (2) 18:3;19:3</p> <p>essential (2) 6:20;8:16</p> <p>established (2) 25:17;27:10</p>	<p>estimated (1) 40:19</p> <p>evaluate (2) 6:9;14:19</p> <p>evaluating (1) 6:16</p> <p>evaluation (1) 7:7</p> <p>even (1) 44:18</p> <p>evening (10) 2:8,11;3:25;7:11; 9:6;22:13;31:18;34:4; 42:5,6</p> <p>evening's (1) 9:12</p> <p>eventually (1) 33:2</p> <p>everybody (5) 2:9,12,19;23:21; 47:21</p> <p>everybody's (1) 7:12</p> <p>everyone (1) 2:9</p> <p>excellent (1) 36:14</p> <p>exhibit (1) 2:2,5</p> <p>existing (9) 11:6;12:6;18:1,7,14; 19:1,4;20:20;36:21</p> <p>expanded (1) 16:18</p> <p>expanding (1) 11:24</p> <p>expect (3) 4:16;16:12;39:20</p> <p>expecting (1) 38:16</p> <p>explain (1) 4:3</p> <p>exposed (2) 34:12,15</p> <p>exposure (1) 39:20</p> <p>extent (2) 22:15;28:2</p>
<p>D</p>		<p>E</p>		<p>F</p>
<p>darkness (1) 27:17</p> <p>day (1) 42:25</p> <p>dead-end (3) 28:21,24;29:23</p> <p>dealt (1) 47:9</p> <p>December (2) 4:20;48:9</p> <p>decide (2) 11:19;44:3</p> <p>decided (1) 45:12</p>		<p>earlier (3) 13:15;45:17,18</p> <p>early (3) 7:2;35:7;47:16</p> <p>economic (3) 12:2;31:25;33:9</p> <p>effect (2) 29:20;42:11</p> <p>effects (1) 32:23</p> <p>eight (4) 4:13,14;9:7;26:23</p> <p>EIS (23) 3:18;6:2,4,8,20;7:6, 24;9:2,16;14:18;16:14, 16,23,24;20:13,15; 35:8,10;36:6;46:21,24; 47:1;48:3</p> <p>either (2) 39:3;44:20</p>		<p>facility (22) 2:18;4:24;5:1,7; 10:13,18;12:3;13:9; 15:10;18:5;20:11;21:7; 28:19;29:7,11;32:8,16, 18;33:7,19;34:16; 37:20</p> <p>fact (3) 15:3;26:13;43:21</p> <p>factual (1) 12:21</p> <p>failing (1)</p>

43:22 fair (2) 6:22;28:6 fairly (1) 27:20 fall (1) 15:21 familiar (2) 10:4;18:10 far (9) 16:13;17:22;19:2,3; 25:9;27:11,20,21; 41:24 federal (4) 5:21;6:13;14:17; 38:14 fee (1) 2:2 feedback (7) 8:1;12:19;13:14; 15:9;16:16;21:23; 33:17 feel (1) 47:24 feet (5) 28:19;32:11;42:22; 43:23;44:2 fellow (1) 19:19 fence (1) 38:11 fences (1) 13:25 few (4) 4:8;22:8;24:4;47:5 figure (1) 33:8 fill (7) 10:6;22:11;1:7; 37:11;38:17,20 filled (2) 8:20;45:10 filters (1) 40:3 final (4) 5:17;16:20,23,24 finally (1) 33:15 financial (2) 38:4;40:10 find (3) 16:9;27:19;38:24 fine (1) 4:17 first (6) 3:24;7:14,22;23:15; 26:13;44:6 fitness (1) 32:17 Fitzgibbons (1) 3:17 five (5) 23:4,7,14;30:15;	37:23 flat (3) 36:8;22;40:5 flow (1) 27:2 folks (9) 3:21;4:14,17;25:7; 26:3;33:10,18;43:19; 44:25 following (2) 2:5;4:6 footprint (1) 10:24 forestry (1) 40:5 forever (4) 30:16,17,18,19 formally (1) 38:8 format (2) 3:25;15:23 former (1) 4:22 formerly (2) 4:20;38:9 Fortunately (1) 46:21 forward (3) 23:2;37:8,11 found (1) 25:10 four (3) 29:12;30:9,13 frame (1) 36:2 Fraser-Rahim (1) 45:9 freight (5) 5:3;35:4,12,14;36:12 front (1) 37:14 fuel (1) 33:5 funny (1) 38:14 further (2) 2:1.5;6:24 future (5) 7:22;9:2,3;22:5; 25:21	Gentile (2) 30:23,24 gentleman (1) 37:15 Gentlemen (1) 37:10 Germaine (1) 43:10 given (1) 33:7 glasses (1) 30:8 goal (3) 13:14;16:8;21:22 goes (4) 11:2;20:11;29:3; 31:3 Gold (1) 26:13 Good (11) 2:8,10,11;22:10; 31:18;32:22;34:4;41:4; 42:5,6;43:9 government (1) 38:14 grand (1) 38:22 Gray-Wiley (2) 42:4,7 great (4) 13:12,13;34:19; 48:11 greatly (1) 22:18 green (4) 15:7;37:15;42:8; 43:6 grid (1) 11:3 grocery (1) 43:22 ground (1) 4:10 group (1) 17:11 groups (1) 45:25 Grove (2) 42:8;43:6 Guard (1) 2:10 guess (5) 24:2;27:15;41:8,11; 43:14 Guidelines (1) 11:18 guys (1) 2:10 gym (1) 32:18	Hadden (1) 3:4 half (1) 18:22 Hall (2) 32:15,19 hand (2) 9:10;41:3 handle (2) 35:22;39:8 hands (2) 37:12;47:18 happen (3) 13:20;28:5;33:8 happened (2) 28:5;43:14 happening (2) 24:7,14 happens (3) 13:8;26:18;39:3 happy (2) 23:9;38:24 Harbors (3) 5:11,20;10:9 hatch (1) 39:18 head (2) 11:8;18:20 health (2) 30:19;41:24 hear (11) 2:9;9:23;13:3,22; 14:3;23:22;32:13,21; 40:25;45:22;46:6 heard (3) 7:20;42:16;43:12 hearing (2) 7:24;15:23 Heating (1) 28:13 heavily (1) 46:15 Heights (3) 30:7;34:7;41:10 held (2) 2:6;9:3 Helen (2) 42:4,7 help (10) 16:13,25;21:12,13, 20,21;25:12;28:2,3; 44:5 Herb (1) 45:9 Hess (1) 38:9 Hester (2) 28:10,12 high (1) 39:24 higher (1) 40:19 highest (1)	43:17 highway (1) 41:10 highways (1) 21:1 hit (1) 23:7 Hobson (1) 20:6 home (1) 48:5 homeowner (1) 44:25 hope (3) 32:5;33:6;44:21 hoped (1) 44:7 hopefully (2) 14:10,24 Hopes (1) 23:18 hoping (2) 15:22;18:14 horn (1) 31:7 horns (1) 31:12 hospital (2) 30:16,17 hours (1) 39:13 house (2) 42:21;45:2 Houses (2) 32:10;40:5 housing (2) 26:5;31:25 huge (1) 40:8 Hughes (1) 3:8 hurricane (1) 42:25 hustlers (1) 36:13
I				
I-26 (2) 21:1;39:4 ICTF (1) 5:1 idea (6) 17:23;20:3,9,16,23; 41:2 identified (2) 4:15;23:1 idle (1) 42:23 ignored (4) 27:13,25;43:21; 44:21 imaginable (1)				

28:6 Imam (1) 30:2 impact (27) 5:8;6:2;9:14;10:14; 11:12;12:23,24;14:4; 15:24;16:4,6,20;17:7; 18:9;24:15,17;31:12; 36:15;37:19;38:16; 40:7,8;43:1,7;44:15; 46:16;47:12 impacts (19) 6:1,17;11:16,20; 12:4,7;13:2;14:19; 16:2,2,22;15:24;19,22; 25:3;34:9,12,16;47:7,8 impede (1) 39:16 implemented (1) 33:4 important (9) 13:11;19:2;21:15; 22:5,7,14;24:16;25:15; 47:15 improved (1) 19:5 improvements (3) 5:6;19:9,18 include (1) 23:11 included (2) 7:6;48:6 includes (1) 5:1 including (2) 24:21;25:18 income (1) 26:5 increase (1) 38:17 increases (1) 30:15 increasing (1) 43:13 indicated (1) 9:5 individuals (2) 9:5;23:1 industries (2) 38:18,19 industry (4) 37:17;38:4,12,19 information (11) 3:23;4:5;6:9,21;8:4, 23;15:2;16:1,17;46:12; 48:2 informed (1) 8:15 initially (1) 4:14 initiate (1) 12:18 inner (1)	14:14 innovations (1) 33:3 input (5) 6:19;7:20;8:16; 47:10,22 instances (1) 39:1 instead (2) 19:16;27:1 interchange (1) 20:5 interest (3) 11:24;21:8;22:22 interested (1) 25:13 interesting (1) 24:14 intermodal (10) 4:23,25;5:2;10:13; 35:3,4,6;36:10,21;40:2 internal (1) 2:3 intersection (1) 20:6 into (12) 9:22;15:16;18:1; 19:13,18;20:11;24:4; 26:6;36:3;38:20,20; 41:21 introduce (1) 3:3 invested (2) 26:2;27:18 invitation (1) 30:4 invited (1) 33:18 involved (6) 4:19;13:11;27:9; 46:15,20,25 involvement (1) 33:17 issue (3) 5:18;39:7;44:14 issues (15) 7:5;9:15;11:25; 13:22;14:2,3,7;15:14; 16:15;21:9,10,15; 41:24;44:19;47:4	20 Jock (2) 34:25;35:1 jogs (1) 41:2 John (1) 2:13 Johns (4) 13:15,17;19:19;31:2 junction (2) 39:10,11 jurisdiction (1) 5:10 K Karrien (2) 34:3;45:18 kayak (1) 24:12 Keep (2) 6:11;44:5 Kent (2) 25:5,6 kept (1) 8:15 Kevin (3) 34:21,21;37:1 key (3) 4:3;40:7,8 kids (2) 31:24;44:17 Kim (1) 3:17 kind (8) 21:19;23:20;32:18; 33:5;34:5,17;43:1; 46:14 Kinder (1) 38:8 kinds (3) 33:2,11;47:15 knew (2) 40:11,12 knowing (2) 33:2;40:17 L lady (2) 45:13;47:5 land (1) 4:21 lane (1) 41:17 large (2) 38:16,17 last (6) 11:1;17:5;18:12; 20:9;44:9;45:11 later (1) 20:22 law (1)	6:15 lawyer (1) 25:7 layer (1) 14:14 layout (1) 12:16 leads (1) 17:3 learned (1) 39:15 learning (1) 37:25 least (4) 4:14;11:1;20:9; 40:21 leave (2) 33:16;44:3 leaves (1) 13:9 leaving (4) 28:24;29:10;42:13; 44:13 led (1) 16:11 LEED (2) 26:12,13 left (1) 41:16 lengths (1) 29:17 less (1) 32:11 lessons (1) 37:25 letter (4) 14:25;15:5;30:5; 35:13 letters (1) 16:25 letting (1) 2:17 level (1) 43:19 leverage (1) 28:25 LIEUTENANT (24) 2:8,13;3:2;22:1,23; 23:21,24;25:4;28:8; 29:25;30:21;31:15; 33:21;34:19,23;36:24; 37:5;40:24;42:2,6; 43:9;45:6,21;47:14 life (1) 38:3 light (7) 12:2,24;13:1,6; 15:11;21:17;27:5 likely (2) 15:19;16:21 limb (1) 38:3 limited (1)	20:10 line (8) 14:12;18:11,19,19, 25;19:17;26:22,22 lines (6) 11:5;18:2;26:24,24; 31:20;36:18 list (5) 8:5;9:1;14:22;32:6; 45:15 listening (1) 7:13 literally (1) 39:12 litigation (1) 27:21 little (3) 3:14;23:25;40:15 LITZ (25) 2:8,14;3:2;12:11; 22:1,23;23:21,24;25:4; 28:8;29:25;30:21; 31:15;33:21;34:19,23; 36:24;37:5;40:24;42:2, 6;43:9;45:6,21;47:14 live (12) 13:4,7;15:12;21:10; 23:18;31:19;34:6; 37:23;38:1;39:1;43:2,3 lived (1) 42:18 lives (4) 13:15;19:19;42:21; 43:23 living (1) 43:19 load (1) 39:9 local (2) 14:20;21:1 located (5) 10:15;26:20;28:13; 29:22;31:20 location (3) 26:19;32:8;36:16 lock (1) 39:12 locked (1) 31:2 long (2) 4:16;37:21 look (19) 3:23;11:15;12:9; 13:1,23;15:7,10,11,18; 21:8,16,17,18,20,21; 24:25;25:2;26:21;28:2 looked (2) 20:15,16 looking (25) 8:10;11:4,25;12:1,1, 2,2,3;14:9;15:8,21; 16:5,20;17:20;18:3,7, 13;19:8,21;20:2;21:19;
	J jacket (1) 37:15 Jeff (4) 4:6;22:2,4;36:11 Jenkins (2) 41:6;43:10 job (3) 22:10;33:12,13 jobs (5) 38:16,18;43:13,15,			

25:11;27:15;32:12; 41:9 looks (3) 4:13;8:19;15:4 loss (2) 32:15;38:16 lost (1) 43:16 lot (13) 12:20;17:11;24:24; 25:2,18;26:6,6;31:8; 32:2,16;38:19;40:19; 43:18 love (1) 38:24 lovely (2) 25:25;26:11 low (4) 26:5;31:12;36:14,15 Lowcountry (2) 45:25;46:10	10:23;11:7 materials (1) 10:6 matter (2) 26:13;32:24 may (11) 2:1.5;4:18;13:4,5,6, 7,8;16:17;44:3,18,20 maybe (4) 16:11;28:17;29:16; 34:23 McBride (1) 3:15 McMillan (7) 13:18,19;19:6,10,13, 16,16 McWhorter (4) 4:6;22:2,9;36:11 mean (1) 15:10 measure (2) 18:9;33:1 medium (1) 38:24 meeting (13) 2:13;3:24;4:11;6:23; 7:18,23;8:25;9:12; 15:3;21:4;40:3;47:21; 48:11 meetings (4) 7:23,25;9:3;32:17 member (1) 9:11 members (1) 3:22 memorandum (1) 11:18 memory (1) 41:2 mentioned (2) 12:12;30:25 met (2) 3:21;32:20 Metanoia (3) 31:24;46:1,9 methods (1) 8:13 microphone (4) 9:24,25;23:4,25 middle (1) 29:3 Middleton (3) 34:21,21;37:2 might (4) 8:13;25:17;39:1; 44:17 million (1) 25:19 mind (1) 6:11 minimize (1) 18:9 minimizing (1)	11:20 minute (3) 5:24;23:6;45:11 minutes (5) 23:4,7,14;37:23;47:5 miss (1) 37:24 misunderstanding (1) 27:23 mitigate (2) 22:15;44:22 mitigating (1) 11:20 mitigation (5) 46:18,25;47:2,3,11 Model (2) 46:1,10 moment (1) 34:24 money (1) 26:6 more (19) 5:24;15:2;25:19; 26:19;27:6;29:8;30:10, 12,12,14,16;34:12,18; 36:16;37:1,23;45:3,8; 47:18 Morgan (1) 38:8 morning (1) 42:24 mornings (1) 24:11 most (6) 14:11;16:4;26:18; 28:14;32:3;33:10 Mother (1) 39:17 motor (1) 35:24 Mount (1) 39:5 move (4) 15:15;35:12;36:12; 39:3 moved (2) 24:5;38:5 moving (4) 12:7;13:24;35:14; 36:9 Mrs (2) 3:4,17 much (11) 9:22;22:11;25:5; 28:24;29:18;31:14; 33:20;34:18;40:25; 41:7;47:17 must (2) 5:15,22 myself (1) 37:22	N name (5) 2:13;10:2;31:18; 37:16;45:9 Nat (8) 3:12;4:2,5,6;5:23; 9:19;10:2;22:10 National (3) 5:22;12:12;14:15 natural (2) 24:9,16 Nature (1) 39:17 Navy (24) 4:22,25;10:16;13:5, 23;17:24;19:14,18,24; 20:15,18;24:3,7,14; 30:11,18;32:1;35:17; 36:9;38:13,15,20; 43:12,14 NCTC (1) 18:19 near (2) 43:23,23 necessary (2) 6:9,21 need (15) 5:12;9:15,17,23; 13:22;15:7,11,15; 16:13,18;17:14;21:12, 12,20;38:11 needed (1) 7:25 needs (1) 36:1 negative (6) 34:12;43:7;45:1,3; 47:6,8 negotiations (1) 46:15 neighborhood (17) 13:19;24:4;31:1,14, 22;32:1,14;33:11,14, 18;39:22;43:20,22,25; 44:1,17;45:2 neighborhoods (5) 31:6,10,11;40:4,7 neighbors (2) 24:19,24 neither (2) 6:13;35:2 NEPA (13) 5:23,25;6:3,19;7:14, 16;12:18;14:13;15:6; 16:8;17:5,9;21:3 neutral (1) 6:14 new (14) 4:23;11:7;18:24; 19:11;25:17;26:15,16; 27:1,19;31:8;34:15;	35:17;36:9;38:7 next (14) 7:14,23;15:16,19,21, 21;16:19;21:14;28:10; 30:2;31:17;34:3,24; 38:9 nice (1) 26:7 night (1) 48:12 nine (2) 22:25,25 noise (17) 12:1,23;13:1,6; 15:11;16:2;21:16; 24:21;27:4;30:12; 39:20,25;40:1,20; 42:17,19;44:11 Noisette (14) 18:11,15;24:9,12; 25:14,16,22,24,25; 26:8;27:10,22;38:21, 23 non-containerized (1) 35:14 nonetheless (1) 22:7 non-profit (1) 31:23 nor (2) 6:14;35:2 Norfolk (6) 18:4,17;35:2;36:17, 20;40:12 normal (1) 14:22 north (18) 11:2;13:5;19:14; 23:19,19;24:2,5,25; 28:14,22;35:6,19;39:5, 6,11;40:3,15,17 note (1) 22:5 notice (5) 14:16,20,21;38:25; 39:23 noticed (2) 39:15;40:9 November (2) 2:6;15:17 nullification (1) 40:21 Number (3) 30:10;35:9;36:6
M				
mail (3) 8:7;48:4,6 mailing (4) 8:5,10,25;14:22 main (4) 6:22;17:23;28:15; 32:8 maintained (1) 38:6 making (3) 6:16;32:24;35:11 man (1) 13:15 managed (1) 38:7 manager (4) 3:13,20;4:2;10:3 mandatory (1) 7:23 manning (1) 8:22 Many (6) 4:18;26:2,25;38:22; 42:14;44:6 map (8) 10:17;13:23;17:12, 13,13,15,18,20 marine (5) 10:21;20:11,16,24; 37:17 maritime (1) 38:11 marked (1) 35:21 markets (1) 40:10 marsh (4) 5:9;10:15,25;24:13 material (2)				O obtain (1) 6:23 obtained (1) 30:6 occur (1) 36:4

<p>occurred (1) 27:14 ocean (1) 39:16 October (1) 14:16 off (6) 23:7,19;28:14;32:6; 39:9;40:17 offered (1) 25:24 Office (5) 3:15;5:13;25:8,20; 26:21 offices (1) 39:4 officially (2) 47:20;48:11 oftentimes (1) 32:20 O'Hare (2) 30:25;31:2 old (7) 13:24;17:24;25:8,19; 26:21;31:4;38:13 once (4) 16:16,23;29:21; 43:16 one (32) 7:18;11:2,17;14:25; 18:9;19:8;20:2,20; 23:6;24:7;26:13;27:17; 28:21,22;30:10;32:7; 34:25;35:9;37:1,13,22, 22;38:11;40:14,15; 42:21;45:3,8,10;46:13, 17,23 one's (1) 40:16 only (5) 6:13;14:21;17:15; 29:21;43:20 onto (1) 19:24 open (2) 14:13;31:5 opening (1) 4:1 operate (2) 17:25;19:8 operated (1) 38:7 operating (2) 20:17;35:5 operation (1) 5:2 opinions (1) 8:24 opportunities (4) 7:19;33:9,12,13 opportunity (9) 7:4,8;8:3,12;9:13; 14:6;22:3,12;23:18</p>	<p>opposite (1) 38:5 options (1) 18:13 order (8) 2:2,5;5:7;12:18; 16:18;17:25;18:6;19:7, 25 organic (1) 44:16 organization (1) 31:23 original (1) 37:19 orphanage (1) 26:4 Orvid (1) 44:5 others (1) 38:22 otherwise (2) 2:3;26:9 Ott (1) 28:12 out (41) 2:12;8:20;11:24; 12:6,7,15;13:19;14:1, 16,20;16:10,23;17:16; 19:4,20;20:19,25;21:1; 23:6;24:7,12;25:25; 26:8;27:3;29:8,23; 33:8;34:24;37:7,8,11, 13;38:14,18;39:24; 40:25;41:4,13;42:14; 45:10;47:19 outcome (1) 5:19 out-of-gage (1) 35:23 over (17) 3:4,8;4:2;7:11,14; 18:12,15,18,19;19:12, 17,24;21:14;38:1; 39:17;42:18;45:10 overlooking (2) 25:20;26:23 overpass (3) 19:12,22,23 oversees (2) 3:6,11 overview (2) 9:20;21:3 own (3) 25:8;28:22;35:5 owned (1) 29:4 owner (2) 14:24;30:4 owners (1) 14:23 ownership (1) 28:12</p>	<p>P page (1) 14:25 paid (1) 6:6 Palmetto (10) 4:7,20;5:8;6:6; 10:11;12:14;14:5;18:8; 22:4;36:12 pamphlet (3) 14:11,13;17:13 parallel (1) 11:6 Park (5) 13:8;18:22;24:4; 38:6,21 Parker (1) 37:17 part (14) 11:21,23;13:2,16; 17:25;18:2;19:2,21; 24:15;28:12;29:2; 41:22;46:19;48:9 participate (2) 7:21;9:13 participation (3) 8:16;22:17,20 party (2) 2:1,3,5 path (1) 43:3 pay (1) 36:19 paying (1) 2:1,5 peak (1) 39:13 peers (1) 32:14 people (12) 14:23;15:4;25:18; 26:2,6;27:18;29:10; 30:15;31:3;32:3,19; 33:10 per (2) 36:8,22 perfectly (1) 4:17 period (1) 39:12 permit (7) 3:11;5:13,18;7:17; 11:12;14:6;17:7 permitting (2) 3:7;6:13 person (3) 2:1,4;23:15 personnel (1) 8:21 perspective (6) 6:23;9:15;13:12;</p>	<p>15:12;16:22;21:6 phase (2) 15:16,19 phones (1) 2:20 pictures (1) 25:24 piece (2) 11:21;20:8 place (8) 25:15,20;26:5,7; 27:20;29:19;47:7,8 placement (2) 10:6,22 plan (7) 4:23;12:16;46:18,25; 47:2,3,11 planning (1) 40:16 playground (3) 44:11,17,18 Pleasant (1) 39:5 please (7) 2:20;8:14,20;9:10; 23:3;41:2;45:20 Pledge (2) 2:23,25 pm (2) 2:7;48:14 point (8) 7:3;9:18;13:25; 15:23;32:2;34:1;40:14, 15 Pointe (1) 23:19 points (2) 30:9;36:13 Policy (3) 5:23;12:12;14:15 pollution (4) 24:21;27:4,4;30:13 port (2) 20:17,19 portion (6) 2:2;3:24;6:12;19:10; 44:4;47:20 Ports (6) 10:20;35:16,25;36:1; 41:23;46:17 position (2) 4:9;27:24 possibility (1) 31:4 possible (1) 29:12 possibly (1) 33:8 post (3) 25:8,20;26:21 Postal (1) 8:7 potential (5)</p>	<p>6:1;12:4;14:19; 24:21;35:12 potentially (4) 11:4,7;12:7;24:20 poverty (1) 43:19 prepared (1) 20:15 preparing (2) 6:4;14:18 present (2) 9:8;36:7 presenting (1) 35:9 pretty (2) 19:23;39:25 primarily (1) 10:15 privilege (1) 31:22 proactive (1) 33:11 probably (5) 15:5;17:21;29:11; 32:2;43:18 problem (2) 26:10;44:19 problems (2) 41:15,21 proceed (1) 7:15 proceedings (2) 2:5;48:13 process (26) 5:19,24;6:1,20;7:2, 14,19,21;8:16;9:20; 11:21,23;12:5,18; 14:14,15;15:6;16:8; 17:5,9;33:17,19;46:18, 21;47:16;48:9 product (1) 38:21 programming (1) 32:20 programs (1) 31:24 project (50) 3:12,20;4:2,4,9,19; 5:15,17;6:1,10,12,14, 16,24;7:7;8:2,4,5,9;1; 10:3,17;11:15,22; 13:16;14:20;15:19; 17:16,17,23;18:2,10; 19:2,7,8,21;20:8;21:4; 22:3,5,11,14;24:3,20; 25:1;28:14;29:2;34:7; 44:2;48:1,2 projects (3) 3:10,13;44:6 promised (1) 37:22 property (10) 14:23,24;18:12;27:9;</p>
--	--	---	--	---

29:4,13;30:4;38:21; 45:4;47:8 proposal (9) 10:11;12:13,25;15:1, 6:20;22:21;11;29:14; 42:21 proposed (20) 4:4,25;5:15,17;6:1,9, 12,16,24;7:7;8:4,9;1; 20:13;21:4;28:15;35:4, 21;36:10;44:2;48:2 proposing (4) 6:11;10:12,25;18:24 provide (9) 2:3,4;10;7:9;8:1; 9:20;19:13;28:3,4;48:3 providing (2) 19:2;21:13 public (15) 2:12;4:21;7:20,22, 23;9:3,13;11:23;12:15, 17;14:20;15:23;16:24; 21:8;33:17 pull (1) 38:14 purchased (3) 2:1.5;4:21;38:21 purpose (2) 6:22;14:21 pursuant (1) 2:2.5 pursued (1) 33:12 Put (9) 2:21;14:16;16:23; 26:6;27:3;30:8;31:7; 44:7;46:11 puts (1) 28:24 putting (1) 13:17	11:2,5;12:3,5,5;13:7; 15:10;17:24,25;18:2, 11,19;19:1,4,7,7,11,12, 17;20:11,20,22,24; 21:7;24:15;27:2;28:15; 29:5;31:20;32:11; 34:11,15;35:4;39:10; 44:2 railroad (4) 27:22;28:3;30:10,18 rails (1) 43:5 railway (4) 5:5;26:17,17;43:8 Railways (11) 4:7,20,21;5:8;6:7; 10:12;12:14;14:5;18:8; 22:4;36:12 raise (2) 9:10;41:3 Rashed (1) 30:2 rather (1) 34:11 reach (1) 12:15 ready (1) 14:5 realize (1) 17:19 realized (1) 36:7 really (16) 11:16,24;14:12;16:4; 18:1,3;21:4;22:11; 24:3,6;25:8;26:7; 32:10;38:13;40:18; 41:17 reason (7) 10:10;11:13;12:13; 13:9,10;32:9;45:12 reasonably (1) 22:16 receive (2) 9:9;35:3 received (3) 8:19;14:25,25 record (8) 2:6;17:3,4;23:11; 33:23;37:9;47:22;48:7 Recreation (1) 32:16 regarding (1) 48:3 regards (1) 47:11 regional (1) 4:23 register (1) 14:17 registration (2) 8:19,21 regulation (1)	12:11 regulations (7) 6:3;10:5;11:11,14; 12:9;14:8;21:3 Regulatory (3) 3:5;10:3,4 reiterated (1) 45:16 relate (1) 10:5 relates (3) 13:7;14:13;17:7 released (1) 4:22 relief (1) 42:20 remarks (1) 4:1 remediating (1) 44:8 Remember (1) 9:12 renegotiated (1) 47:2 renters (2) 44:1,13 reporter (8) 2:2;7:11;23:13; 45:19,23;46:3,7;47:23 represent (3) 22:6;25:7;45:25 represents (2) 4:8;22:4 reproduce (1) 2:2 requested (1) 12:14 required (1) 7:16 requirements (1) 5:21 Research (2) 46:5,9 residency (1) 30:6 residents (1) 44:12 response (2) 34:22;37:4 responses (1) 16:25 responsible (1) 6:7 restrictions (1) 27:10 result (2) 30:16;43:16 returned (1) 8:21 review (4) 8:3;11:24;21:8; 46:24 revised (1)	16:18 Rhett (2) 39:6,11 right (14) 2:22;18:18;22:19; 23:19;27:21;29:3;32:1; 38:8;39:19;40:4;41:16; 42:9;44:4;45:2 right-a-way (1) 11:6 right-of-way (3) 18:7,15;29:4 Rivers (3) 5:11,20;10:9 road (18) 10:19,23;19:22,24; 20:3,10,10,17,19; 28:18;29:20;30:11,18; 36:13;41:16;42:8,10; 43:6 roads (3) 13:24;14:1;31:13 roadway (1) 5:6 roadways (1) 19:9 rolling (1) 35:23 room (1) 32:19 ro-ro (2) 35:21;36:3 round (1) 37:5 row (1) 37:14 rule (1) 2:2.5 rules (1) 4:11 run (2) 15:19;28:20 running (2) 3:15;11:5 runs (2) 10:19;31:24	School (1) 2:17 schools (1) 43:21 scoping (5) 2:13;7:13,18;15:8; 48:9 Sea (2) 46:2,4 Sean (1) 3:14 search (1) 25:9 Second (3) 8:1;11:23;12:11 Secondly (1) 39:23 section (4) 3:6;10:8,8;47:1 seeing (1) 47:18 seems (1) 33:7 sell (1) 2:3.5 sensitivity (1) 35:11 sent (1) 14:20 Service (1) 8:7 services (2) 13:21;38:4 servicing (1) 29:9 serving (1) 31:22 session (3) 7:1,13,13 seven (2) 20:21;26:23 several (3) 7:18;31:3,13 shall (1) 2:3 share (4) 23:20;24:2,18;28:21 shared (1) 33:15 shippers (1) 36:17 Shipyard (1) 10:16 short (1) 5:1 show (1) 37:12 shows (1) 17:16 side (8) 14:8,8;18:22;28:21, 22,23;39:1;40:3 sides (1)
Q				
quality (4) 32:25,25;44:14,19 quick (1) 21:3 quickly (1) 40:6 quite (1) 25:24 quote (1) 36:14				
R			S	
rack (2) 36:8,22 Rahim (2) 34:3;45:18 rail (40) 4:23;5:3,4;10:18,24;			Saint (4) 13:15,17;19:19;31:2 salt (1) 10:15 same (3) 24:18;31:25;32:5 Saturday (1) 24:11 savings (1) 36:7 saw (1) 38:22 schedule (1) 40:11	

38:10 sign (2) 8:4;23:5 Significantly (1) 35:25 silence (1) 2:20 silent (1) 2:21 simply (3) 7:2;28:5;32:19 single (1) 42:25 Sino (1) 28:13 sit (1) 40:25 sits (1) 42:9 sitting (2) 15:16;24:12 six (1) 26:23 sleep (1) 39:19 small (1) 10:24 Smith (1) 3:19 snaked (1) 18:11 soil (1) 44:8 sold (1) 25:18 somebody (1) 33:16 somehow (1) 27:12 someone (7) 11:12;25:9;27:13,16; 28:1;37:14;41:3 sometime (1) 16:21 someway (1) 27:12 somewhat (1) 34:8 somewhere (1) 3:16 soon (1) 28:23 sorry (3) 44:24;45:19;46:3 sort (3) 17:8;21:2;33:20 sound (5) 39:17;40:3,6,7,22 South (6) 4:20;10:21;13:4; 20:18;40:13,17 Southern (9) 18:4,17;34:6,9,10,	11;35:2;36:17;40:12 Southern's (1) 36:20 southward (1) 39:4 SPA (1) 36:9 SPA's (6) 35:17,18,19,19,20; 36:19 speak (7) 9:5,10;16:9;23:18, 24;24:23;45:20 SPEAKER (22) 9:24;17:14;23:17,23; 24:1;25:6;28:11;30:3, 24;31:18;34:4;35:1; 37:16;41:7;42:5,7; 43:11;45:9,22,24;46:4, 8 speaking (1) 9:22 special (2) 3:10,13 specific (7) 7:5;15:14,18;17:2; 21:10,19;34:1 Specifically (1) 10:7 specifics (2) 4:4;5:24 spend (1) 24:11 spent (1) 25:19 spoke (1) 45:18 spoken (2) 3:22;17:11 Spruill (4) 11:5;28:16;29:18; 41:9 spur (2) 11:1;29:3 square (1) 28:19 St (1) 41:6 stability (1) 40:10 stable (3) 43:17;44:1,12 staff (1) 9:11 stage (2) 46:20,24 Stair (2) 25:5,7 stand (1) 2:23 standards (1) 26:12 standpoint (2)	16:3;39:8 Stanfield (3) 31:17,19;45:17 start (3) 2:15;12:6;22:24 started (1) 38:19 starting (3) 28:17;29:19;46:21 state (2) 43:18;46:17 Statement (8) 6:2;9:14;14:5;15:25; 16:6,20;46:16;47:12 States (1) 6:18 status (2) 9:2;48:3 steamship (1) 36:18 Stender (2) 34:25;35:1 step (3) 7:14;16:19;17:5 stepped (1) 34:24 steps (2) 7:15;11:17 Sterrett (1) 32:15 still (2) 9:17;24:24 stock (1) 35:23 stopped (1) 41:12 stopping (2) 28:17;29:19 stored (1) 41:25 stores (1) 43:23 story (1) 40:16 straight (1) 20:11 Street (5) 18:16;28:21,22; 31:21;35:18 streets (4) 12:4;21:1;31:12; 44:5 studied (1) 33:24 studies (5) 15:18,25;16:18; 21:13;37:19 study (1) 6:25 subject (2) 5:10;27:9 submit (2) 8:5;14:6	submitted (2) 45:15;46:12 Success (1) 31:21 suggest (1) 8:12 supposedly (1) 41:17 sure (7) 21:13;24:1;25:10; 32:24;47:6,10,25 surprised (2) 38:15;40:1 surrounding (1) 25:1 systems (2) 24:9,17 T talk (4) 3:14;13:2;14:12; 42:16 talked (2) 27:6;31:3 talking (8) 3:11;10:7,18,22; 13:15;14:14;15:22; 45:17 task (1) 26:1 tasked (1) 6:15 team (2) 3:3,22 tech (2) 38:19;43:13 technique (1) 36:15 telling (1) 15:6 tells (1) 23:5 ten (1) 20:21 terminal (23) 10:20,21;20:12,17, 24:35;5,13,18,18,19, 20,20,21;36:3,4,10,10; 37:20;38:8;40:2,22; 42:10,13 terminals (2) 35:6;36:20 terms (3) 10:17;32:8;33:12 Thanks (1) 33:21 Therefore (1) 5:12 thereof (1) 2:2.5 thinking (2) 28:16;48:5	third-party (2) 3:18;6:5 though (2) 40:15;44:18 three (4) 29:12;30:12;45:25; 46:11 throughout (1) 6:19 thumping (1) 39:19 Thursday (1) 2:6 thus (2) 25:9;27:20 tidal (3) 10:15,25;24:13 tie (1) 19:13 timing (1) 16:3 Tina (2) 3:4,9 title (1) 5:9 today (18) 10:11;11:13;12:13, 15,17,20,23;13:3,10, 13,13;14:3;15:16;16:4, 7;19:22;20:21;30:4 together (2) 20:6;46:11 told (2) 15:1,2 tonight (28) 2:12,18;3:3,12,23; 6:19;8:8,18;9:10;15:3, 7,8,15;21:4,21,22; 23:10,18;24:2;29:16; 32:3;34:2;37:9;47:22, 23,25;48:5,10 tonight's (2) 4:11;7:18 tools (1) 5:25 top (2) 18:21,22 Topic (2) 35:9;36:6 topics (1) 35:9 towards (3) 10:16;11:2;13:4 track (4) 29:24;32:7,9,12 tracks (2) 29:12;39:24 traffic (17) 12:4;16:2;20:25; 27:2;28:17,18;29:1,20; 39:3,6,9,21;40:8,18,20; 41:8,12 train (16)
--	--	--	--	---

13:9,20;18:17,23,25; 20:4;28:17;29:24;39:3, 6,11,13,24;40:11; 41:12;43:3 trains (16) 12:7;19:3;29:16,17, 19:31:8;33:4;40:13; 41:20;42:12,14,15,17, 21,22,23 transcript (1) 2:1.5 Transfer (3) 5:1;10:13;20:23 transferred (1) 5:4 transportation (2) 21:18;38:12 transported (1) 41:25 travels (1) 39:17 traversing (1) 41:15 Travis (1) 3:8 treated (1) 27:20 tried (1) 27:24 trucks (4) 5:4;20:18;30:10; 35:22 trust (1) 35:25 trying (1) 18:3 turbine (1) 35:24 turn (5) 4:2;9:9;18:18,24,25 turned (2) 26:8;38:18 turns (2) 25:25;39:23 twenty (1) 26:24 twenty-five (1) 26:24 two (10) 11:4,16;17:4;30:12; 35:8;36:6,13;37:22,25; 38:25 two-lane (1) 41:10 type (3) 15:22;34:16;42:20 types (3) 13:22;14:2,3	unbearable (2) 42:19,24 under (2) 5:11;45:2 underneath (1) 20:4 Unfortunately (3) 26:2,18;46:20 Union (3) 30:6;34:7;41:10 United (1) 6:18 unless (1) 4:17 unquote (1) 36:14 up (43) 2:23;3:14;4:7,10,17; 8:4,22;9:19;10:25; 13:7;14:13;17:19; 18:15,16,20,21,23; 19:12,17;20:5;21:24; 22:3,8;23:3,16,24; 26:1;28:10;32:10;37:3; 39:12;41:3,11,16; 42:20;45:4,11,12,20; 46:14,23;47:5,19 update (1) 9:1 updates (1) 48:2 upon (1) 29:21 use (9) 2:3,17;8:6;9:24,25; 17:21;18:8,14;32:16 used (4) 8:23;9:4;19:15; 39:18 uses (1) 32:17 using (1) 5:25 utilize (2) 42:13;43:5 utilizing (1) 42:12	2:21 vibration (4) 27:5;32:25;42:17,18 views (1) 22:6 Virginia (2) 18:20,20 vision (1) 38:23 visit (1) 8:1 void (1) 38:17 volume (2) 36:5;40:18 volumes (1) 35:12	41:18 wholesale (2) 29:2,9 whose (1) 41:23 wildlife (4) 24:8,13,17;44:9 William (1) 37:16 wind (1) 35:23 winter (1) 15:21 within (5) 10:4,23;43:23;44:2; 45:1 without (7) 2:1.5;9:22;22:19; 28:24;29:23;40:4,5 wonderful (1) 24:6 wondering (2) 4:18;29:18 words (2) 4:8;22:8 work (6) 8:13;17:21;21:10; 31:25;39:2;44:15 workers (1) 43:18 working (2) 3:18;43:25 works (1) 3:9 World (4) 25:21;27:16;40:9; 41:14 wrap (1) 21:23 wraps (1) 18:21 write (1) 48:5 written (2) 8:5;23:9 wrong (2) 17:18,18 wwwnavybaseictfcom (1) 8:2	20:20;31:20;35:7; 36:21 year (5) 7:15;15:20;16:5,6; 21:14 years (6) 18:12;20:21;24:5; 37:18;42:18;44:9 you-all (2) 27:16;33:20 young (2) 45:13;47:5 younger (1) 32:14
Z				
zones (1) 31:7				
1				
1:00 (1) 42:23 10 (1) 10:8 100 (1) 31:20 100,000 (1) 28:19 12 (1) 37:18 14 (1) 2:6 14th (1) 48:8 1970s (1) 35:7 1974 (1) 30:7				
2				
2:00 (1) 42:24 2003 (2) 20:13,14 2006 (1) 20:15 2010 (2) 4:20;18:10 2013 (2) 2:6;15:17 2014 (1) 16:5 2015 (2) 16:21,22 20-foot (1) 36:8 23 (1) 14:16 240 (1) 4:21				
Y				
yachts (1) 35:24 y'all (3) 9:22;16:13;21:5 yard (21) 5:3;10:24;13:7; 17:24,25;19:1;20:22, 24;24:3,7,15;30:11,18; 34:11,13,14;36:13; 42:8,10,14;43:6 yards (4)				
U				
ultimately (3) 7:16;17:3;33:6	value (3) 20:12;22:18;45:4 various (3) 3:23;32:22;42:16 vested (1) 26:4 Veterans (2) 35:20;36:3 via (2) 35:12;48:4 Viaduct (3) 19:22,24;20:3 vibrate (1)	W wallet-sized (1) 8:9 walls (1) 11:8 Wando (1) 35:20 warehouses (1) 28:19 watching (1) 24:13 Water (7) 5:12,21;10:8;32:25; 39:18,24;45:2 waters (9) 5:9;6:18;10:6,14; 11:12,16,20,25;17:7 way (4) 14:1;22:24;26:15; 41:11 ways (1) 8:11 weak (1) 46:25 Webb (1) 3:19 website (5) 8:2,3,9;15:1;48:1 weighed (1) 5:16 weight (1) 32:19 welcome (4) 2:11;8:6;29:25;42:2 wetland (1) 14:7 wetlands (1) 10:15 what's (6) 12:23,23;13:19;28:5; 41:25,25 Whereupon (3) 2:5,25;48:13 whole (1)	Y	

4				
404 (1) 10:8 404-1 (1) 11:17 40-foot (1) 36:8 4106 (1) 30:25 42 (1) 5:5				
5				
50 (4) 32:11;42:18;43:23; 44:2 526 (6) 18:21;39:6,7,9,11,21				
6				
6 (1) 10:14 6.1 (1) 5:9 60 (1) 42:22				
7				
7:04 (1) 2:7				
8				
8:12 (1) 48:14				
9				
90-acre (1) 5:2				

In The Matter Of:
*Public Scoping Meeting For The Navy Base
Intermodal Container Transfer Facility*

*Public Hearing Presentation
November 14, 2013*

*Legal Media of Charleston, Inc.
2011 Wharf Landing Ct
North Charleston, SC 29418*

Original File 1114 Navy.txt
Min-U-Script® with Word Index

PUBLIC SCOPING MEETING

FOR THE NAVY BASE

INTERMODAL CONTAINER

TRANSFER FACILITY

PUBLIC HEARING PRESENTATION

DATE: Thursday, November 14, 2013

TIME: 5:30 p.m.

REPORTER: Holly Hiott O'Quinn, RPR

LOCATION: Chicora School of Communications
3795 Spruill Avenue
North Charleston, SC

HOLLY HIOTT O'QUINN, RPR
LEGAL MEDIA OF CHARLESTON
Telephone(843)767-1007 Fax(843)767-9007
Email: Holly@lmocinc.com

1 Any court, party, or person who has
2 purchased a transcript, may, without paying a further
3 fee to the reporter, reproduce a copy or portion
4 thereof as an exhibit pursuant to court order or rule
or for internal use, but shall NOT otherwise provide
or sell a copy or copies to any other party or
person.

5 (Whereupon, the following proceedings were
6 held on the record Thursday, November 14, 2013 at
7 7:04 p.m.)

8 LIEUTENANT COLONEL LITZ: Good evening
9 everyone. Can everybody hear me back there? Coast
10 Guard guys, you good? Okay.

11 Good evening and welcome. I want to thank
12 everybody from coming out tonight to this public
13 scoping meeting. My name is Lieutenant Colonel John
14 Litz and I'm the commander of the Charleston Corps of
15 Engineers District. And before we start, I would
16 like to thank anyone that's here from the Chicago
17 School of Communications for letting us use your
18 facility tonight, so thank you.

19 Also, as a courtesy to everybody here, if
20 you could please silence your phones, I would
21 appreciate it. Put them on vibrate or silent. And I
22 think it would be appropriate right now if we would
23 all stand up and say the Pledge of Allegiance and
24 then we'll get on with it.

25 (Whereupon, the Pledge of Allegiance was

1 cited.)

2 LIEUTENANT COLONEL LITZ: I would like to
3 introduce the team that I have brought tonight.
4 Mrs. Tina Hadden over here, she's the Charleston
5 District Chief of the Regulatory Division, so she
6 oversees the section of the Corps of Engineers that
7 does all of the permitting.

8 Mr. Travis Hughes, also over here, he is
9 the deputy chief that works with Tina and he is also
10 the chief of the special projects branch which
11 oversees the permit application that we'll be talking
12 about tonight. Mr. Nat Ball, who is the project
13 manager for the special projects branch who will be
14 up here in just a little bit to talk to us. Sean
15 McBride, Corps Communications Office; he's running
16 around here somewhere. He's back there.

17 Mrs. Kim Fitzgibbons, she is with Atkins,
18 our third-party contractor working on the EIS. And
19 then Mr. Webb Smith, also from Atkins, he is the
20 Deputy Project Manager.

21 In addition to these folks, you've met and
22 spoken with other team members as you've gone around
23 tonight to look at our various information displays
24 during the first portion of the meeting.

25 The format for this evening will begin with

1 me, just opening remarks and some background and then
2 I will turn it over to Nat Ball, project manager, and
3 he will explain the Corps' key authorities and some
4 specifics about the proposed project and then some
5 other information and that will be Nat.

6 Following Nat will be Mr. Jeff McWhorter
7 from Palmetto Railways. I will ask him to come up
8 and say a few words, and he will -- he represents his
9 agency's position on the project. And then I will
10 get back up here and provide you with some ground
11 rules of how we're going to do tonight's meeting and
12 then we will just go from there.

13 And it looks like we have about eight,
14 eight or so, folks who at least initially have
15 identified themselves that would like to make some
16 comments, so I don't expect to be here very long
17 unless other folks come up, which is perfectly fine.

18 Many of you may be wondering why the US
19 Corps of Engineers is involved in this project. In
20 December 2010 Palmetto Railways, formerly South
21 Carolina Public Railways, purchased 240 acres of land
22 at the former Charleston Navy Base and then released
23 a plan to develop a new regional intermodal rail
24 facility.

25 The proposed Navy Base Intermodal Container

1 Transfer Facility, or ICTF for short, includes the
2 construction and operation of a 90-acre intermodal
3 rail yard where containerized freight will be
4 transferred between trucks and rail cars and
5 approximately 42 acres of associated railway and
6 roadway improvements.

7 However, in order to develop this facility,
8 Palmetto Railways would impact approximately
9 6.1 acres of title marsh and other waters of the US
10 which are subject to the jurisdiction of the Army
11 Corps of Engineers under the Rivers and Harbors Act
12 and Clean Water Act. Therefore, they will need a
13 permit from my office before they can begin
14 construction.

15 The benefits of the proposed project must
16 carefully be weighed against the detriments of the
17 proposed project and the final decision whether to
18 issue a Department of the Army permit will be
19 determined by the outcome of this balancing process.

20 In addition to the Rivers and Harbors Act
21 and the Clean Water Act requirements, all federal
22 agencies must comply with the National Environmental
23 Policy Act of NEPA, and Mr. Nat Ball will give you
24 more specifics on that process in just minute.

25 The tools we are using to document the NEPA

1 process and potential impacts of the proposed project
2 is an Environment Impact Statement or EIS. In
3 accordance with the Corps' regulations on NEPA, the
4 Corps is preparing the EIS with the assistance of the
5 third-party contractor Atkins.

6 Although Atkins is paid for by Palmetto
7 Railways, the Corps is responsible for the content of
8 the EIS, and Atkins is directed by the Corp to gather
9 the information necessary to evaluate this proposed
10 project.

11 Keep in mind the Corps is not proposing to
12 construct any portion of the proposed project. We
13 are a federal permitting agency only. We are neither
14 for nor against this project. We are neutral
15 administrators of the law and we are tasked with
16 evaluating the proposed project and making a decision
17 of whether or not to authorize the impacts to the
18 waters of the United States.

19 Your input tonight and throughout the NEPA
20 process is essential to ensure that the EIS addresses
21 all of the necessary information and our decision is
22 both fair and balanced. The main purpose of this
23 meeting is to obtain your perspective about the
24 proposed project so it can be captured for further
25 study.

1 This is not a question and answer session
2 because we're simply too early in the process and we
3 will not have any answers for you at this point.
4 It's an opportunity for you to let us know if there
5 are any specific issues or concerns that you believe
6 should be included in the EIS or considered during
7 our evaluation of the proposed project.

8 And since this is your opportunity to
9 provide comments to the Corps, you should address
10 your comments to me and not the audience. I have a
11 court reporter over here this evening to ensure that
12 we document everybody's comments.

13 This listening session or scoping session
14 is the first step in the NEPA process. Over the next
15 year or so, we will proceed to other steps as
16 required by NEPA which will ultimately answer your
17 questions and conclude with the permit decision.

18 Tonight's scoping meeting is one of several
19 opportunities in the process that will ensure the
20 public is heard and your input is considered. We
21 want you to actively participate in this process.

22 First, you can attend future public
23 meetings. The next mandatory meeting will a public
24 hearing for the Draft EIS. And there will be
25 additional meetings, as needed, additionally.

1 Second, you can visit and provide feedback
2 on the project website at www.navybaseictf.com. On
3 this website, you have the opportunity to review
4 information about the proposed project, to sign up
5 for the project mailing list or submit written
6 comments. And, of course, you're welcome to also use
7 the US Postal Service to mail them.

8 As you came in tonight, we gave you a
9 wallet-sized business card with both the website
10 address and our mailing address. We are also looking
11 for other ways to communicate with you and encourage
12 you to take advantage of this opportunity to suggest
13 other communication methods that might work better
14 for you, so please let us know how you would like to
15 be kept informed and we will accommodate that. Your
16 input and participation is essential in the process,
17 again.

18 As you came in tonight, you should have
19 also received a registration card. It looks like
20 this. Please ensure that you have filled out the
21 registration card and returned it to our personnel
22 that are manning the desk up here.

23 The information on these cards will be used
24 to document your opinions and that you attended this
25 meeting. In addition, we will add you to our mailing

1 list for the proposed project so that we can update
2 you in the future about the status of the EIS and any
3 future public meetings that will be held. In
4 addition, these cards will be used to call on those
5 individuals that indicated they would like to speak
6 this evening. And as I said before, I think there
7 are about eight.

8 If there is anyone present who did not
9 receive a card or did not turn in their card and
10 would like to speak tonight, please raise your hand
11 and a member of my staff will bring a card to you.

12 Remember, this evening's meeting is an
13 opportunity for the public to participate in the
14 development of the Environmental Impact Statement and
15 we want your perspective of what issues need to be
16 considered here in the EIS.

17 Does anybody still need a card?

18 Okay. At this point, I would like to ask
19 Mr. Nat Ball from the Army Corps to come up and
20 provide a brief overview of the process.

21 MR. BALL: And I'm also going to ask --
22 without speaking into this too much -- can y'all
23 hear? Do we need this?

24 AUDIENCE SPEAKER: Use the microphone.

25 MR. BALL: Use the microphone, okay. Thank

1 you, Colonel.

2 My name is Nat Ball and I am the Corps of
3 Engineers Regulatory Project Manager. For those of
4 you who aren't familiar with regulatory, within the
5 Corps of Engineers, there are regulations that relate
6 to the placement of fill materials in waters of the
7 US. Specifically what I'm talking about is
8 Section 404 of the Clean Water Act and Section 10 of
9 the Rivers and Harbors Act.

10 So as the colonel said, the reason why we
11 are here today is we have a proposal from Palmetto
12 Railways and they are proposing to build an
13 intermodal container transfer facility and it would
14 impact about 6 acres of waters of the US. Those are
15 tidal salt marsh wetlands located primarily at the
16 Navy Base draining towards Shipyard Creek.

17 So in terms of the project map, what we're
18 talking about is you have a rail facility and you
19 have a drayage road that runs down to the -- the
20 Ports Authority is building a container terminal, a
21 marine container terminal down here at the south end.
22 So what we're talking about is the placement of fill
23 material to build this road. Actually, within the
24 footprint of the rail yard, there's a small area of
25 tidal marsh that comes up that they're proposing to

1 fill. And then last but not least, the spur that
2 goes towards the north. Currently, there's one rail
3 grid.

4 What they are looking at is potentially two
5 rail lines running along Spruill Avenue that would be
6 parallel in that existing CSX right-a-way. So there
7 would be a new bridge and potentially fill material
8 associated with the head walls and the construction
9 of that bridge.

10 So when you think about the Corps of
11 Engineers and you think about our regulations and
12 someone applying for a permit to impact the waters,
13 that's the reason that we're here today. Those are the
14 Corps' regulations.

15 When we look at a project and we think about
16 impacts of the waters of the US, there's really two big
17 steps in there. One of them is called the 404-1
18 Guidelines. It's a memorandum between EPA and the
19 Corps and it's about how you decide avoiding,
20 minimizing and mitigating for impacts of the waters,
21 so that's part of our process. So that's a piece of
22 this project that we're very concerned about.

23 The second part of that process is a public
24 interest review and that's really expanding out beyond
25 looking at issues other than just waters. That's

1 looking at air. That's looking at noise. That's
2 looking at light. That's looking at the economic
3 benefit of building a rail facility. It's looking at
4 potential impacts of traffic, both on streets and
5 through the rail, through the at-grade rail process.
6 There are existing crossings out there. When you start
7 moving trains in and out, potentially there are impacts
8 at those crossings. So in the context of the Corps of
9 Engineers regulations, we are going to look at all of
10 those things.

11 Now, the second regulation that Colonel Litz
12 mentioned, the National Environmental Policy Act, the
13 reason why we are here today is we have a proposal from
14 Palmetto Railways and they requested that we go ahead
15 and reach out to the public today. They said, you
16 know, we have a conceptual plan, we have a layout and
17 we would like to go ahead and go to the public today.
18 We'd like to initiate the NEPA process in order to get
19 feedback.

20 Now, we've had a lot of questions today and
21 some of those questions we're able to answer; factual
22 questions we were able to answer. But if you ask me
23 today, well, what's the impact of noise, what's the
24 impact of light, what I've got to tell you is we've got
25 a proposal. We haven't actually done the analysis to

1 actually look at what are the noise and the light
2 impacts. So that's part of what we're here to talk
3 about today. We're here to hear from you what are your
4 concerns. You may live towards the south end of the
5 Navy Base and you may be on North Carolina Avenue. You
6 may be concerned about the noise and light as it
7 relates to the rail yard itself. You may live up in
8 Park Circle. You may be concerned about what happens
9 when a train leaves this facility. That's the reason
10 why we are here today and that's the reason why it's
11 important to get you involved now.

12 From our perspective, it is great that we are
13 here today. It is great that you are here today
14 because our goal is to get your feedback. I was
15 talking to a man earlier who lives on Saint Johns
16 Avenue. He was concerned because part of this project
17 is putting a cul-de-sac on Saint Johns Avenue. His
18 concern was if you block my access to McMillan, if I
19 can't get out of my neighborhood on McMillan, what's
20 going to happen when there's a train, how is emergency
21 services going to get to me. That's his concern.
22 Those are the types of issues we need to hear about.

23 When I look at the map of the Navy Base, I
24 see old roads and things moving through that area. His
25 point was, he said there's fences on some of those

1 roads. He said I can't get out that way. So those are
2 the types of issues that we want to address. Those are
3 the types of issues we want to hear about today so that
4 they can be addressed in this Environmental Impact
5 Statement so that when Palmetto Railways is ready to
6 submit a permit application, there's the opportunity to
7 address some those issues. So that is the wetland
8 side. That is the Corps of Engineers regulations side
9 of what we're looking at.

10 Now, when you got here, I think hopefully
11 most of you got this pamphlet. And what I wanted to do
12 is to really talk about some of the time line as it
13 relates to NEPA. If you open up this pamphlet, this
14 inner layer, what we are talking about is a process, so
15 the National Environment Policy Process.

16 Back in October 23, we put out a notice in
17 the federal register and said we the Corps of Engineers
18 have made a decision we're going to be preparing an EIS
19 to evaluate potential impacts associated with this
20 project. We also sent out a local public notice.

21 The purpose of that notice was to go not only
22 to our normal Corps of Engineers mailing list but to go
23 to adjacent property owners to let people know. And so
24 if you're an adjacent property owner, hopefully you
25 received a one page letter that said we received a

1 proposal and it told you how to get to the website and
2 how to get to more information and it told you that
3 there was going to be a meeting tonight. And the fact
4 that people are here, it looks like some of you
5 probably got that letter. So the very beginning of the
6 NEPA process is us telling you there's a proposal we
7 need to look at. Tonight, the green arrow, we're at
8 scoping. Tonight is where we're looking for the
9 feedback from you.

10 I mean I can look at a rail facility and I
11 can know we need to look at noise, air and light. But
12 I do not have the perspective of those of you who live
13 in the community to be able to say these are my
14 specific issues or concerns. Those are the things we
15 need you to tell us about tonight so that as we move
16 into the next phase -- so today we're sitting here,
17 it's November of 2013, the actual analyses, the actual
18 studies that we'll look at the specific of this
19 project, that's the next phase. It will likely run
20 almost a year.

21 So looking next fall, next winter, we are
22 hoping to be back talking with you again in this type
23 of format in a public hearing. And at that point,
24 there will be an entire Draft Environmental Impact
25 Statement with those studies in it. So we will all

1 have the information to be able to say what are the
2 impacts of traffic, what are the impacts of the noise.
3 So that's something from a timing standpoint, here we
4 are today. Impact analyses will take most of, really,
5 the year 2014 and looking at having a Draft
6 Environmental Impact Statement almost a year from
7 today.

8 Now, with the NEPA process, our goal when we
9 come back and we speak with you and, you know, we find
10 out did we answer the questions or are there additional
11 questions; maybe we discovered something that led to
12 another question. Well, we're going to expect
13 y'all and we'll need your help as far as commenting on
14 that Draft EIS to let us know did we capture the
15 issues.

16 And once we get feedback on the Draft EIS, we
17 will take that information, we will go back. There may
18 be studies that need to be revised or expanded in order
19 to address those concerns. And the next step would be
20 a final Environmental Impact Statement. We are looking
21 at that would likely be sometime in 2015. So to give
22 you a perspective of where we are, that would be 2015.
23 That final EIS would be, once again, put out to the
24 public. In that final EIS, it would actually have your
25 comment letters. It would have the responses or help

1 you to see where in our document did we address that
2 specific concern.

3 Ultimately, this leads to a Record of
4 Decision. That Record of Decision does two things.
5 It's the last step in the NEPA process, but that's also
6 a decision document for the Corps of Engineers as it
7 relates to the permit application to impact the waters.
8 So that is our sort of beginning to end, this is the
9 NEPA process.

10 The other thing I wanted to do -- and with
11 this group, I have spoken to an awful lot of you
12 already about this map. In the center of this
13 pamphlet, there is a map and that map --

14 THE SPEAKER: Does anybody else need any?

15 MR. BALL: Okay. Well, this map not only
16 shows the project, but it also calls out different
17 components of the project. And, actually, this is
18 the wrong map. This is the wrong board. I didn't
19 realize it before we got up here.

20 So you are actually looking at this map.
21 We can probably use this. This will work at this
22 time. But as far as the different components of the
23 project, this is the main component is the idea of
24 building a rail yard at the old Navy Base.

25 But in order to operate a rail yard, part

1 of this really has to be connecting into existing
2 rail lines. A big part of this project has been
3 really looking at trying to have equal access so that
4 both Norfolk Southern and CSX have access to this
5 facility.

6 So in order to do this, what they are
7 looking at is you have an existing CSX right-of-way
8 and Palmetto Railways would like to use that. That's
9 one measure to avoid and minimize impact. If you're
10 familiar with this project from back in 2010, there
11 was a rail line and it snaked through the Noisette
12 property. Over the last couple years, they have been
13 looking at different options. But what they're
14 hoping to be able to do is to use that existing CSX
15 right-of-way to come up, cross over Noisette Creek
16 and you get up to the Aragon and Bexley Street area.

17 If you're a Norfolk Southern train, you
18 would turn to the right. You would get over on what
19 they call the NCTC line. It's the rail line over on
20 Virginia Avenue. You would head up to Virginia
21 Avenue, up to 526. It wraps back around on the top
22 half on the top side of Park Circle.

23 If it was a CSX train, they would come up.
24 They're proposing to build a new turn here that would
25 enable a train to turn and to go down the Bexley line

1 and get to CSX's existing rail yard. So this is an
2 important part of this project as far as providing
3 that equal access as far as getting trains in and
4 out. There is an existing rail bridge here that
5 would have to be improved.

6 When you get down to McMillan Avenue, this
7 is a rail project. In order to make this rail
8 project operate, one of things they're looking at
9 doing is constructing improvements to roadways down
10 here. It would actually close a portion of McMillan
11 Avenue and it would actually build a new rail
12 overpass. So it would go up and over the rail and
13 would tie into McMillan and would continue to provide
14 access at the north end of the Navy Base.

15 So for those of you who are used to taking
16 McMillan to get in, instead of taking McMillan, you
17 would take Cosgrove up and over the rail line and
18 into the Navy Base. Improvements to some. The
19 fellow who lives on Saint Johns Avenue, it's a
20 concern; how do I get in and out.

21 Another part of this project is looking
22 down at Viaduct Road. There's an overpass today, but
23 that overpass is pretty complicated. If you've ever
24 been onto the Navy Base, you go over Viaduct Road.
25 You have to bend around in order to get back to

1 Bainbridge.

2 One of the things they're looking at is the
3 idea of elevating Viaduct Road so that a double-stack
4 container train could go underneath it but also
5 cleaning up that interchange. It would just be an
6 intersection where Hobson comes together and becomes
7 Bainbridge and then continues on. So that's another
8 piece of this project.

9 And last but not least is the idea of a
10 drayage road. It would be a limited access road that
11 goes from this rail facility straight into the marine
12 container terminal. So the value to that, well, as
13 proposed back in 2003, as described in the EIS that
14 actually we, the Corps of Engineers, between 2003 and
15 2006, we prepared an EIS that looked at the Navy
16 Base, that looked at the idea of a marine container
17 terminal and a port access road operating at the
18 south end of the Navy Base. All of the trucks would
19 have come out on the port access road and would have
20 gone to one of the existing rail yards.

21 So what we see today, seven to ten years
22 later, is a proposal to build a rail yard, and so the
23 idea of having the direct transfer of containers from
24 the marine terminal to the rail yard would be seen as
25 a benefit. You wouldn't be adding that traffic out

1 on I-26 out on any local streets and highways.

2 So I just wanted to give you sort of a
3 quick overview of NEPA, the Corps' regulations of the
4 proposed project. But really the meeting tonight is
5 about having y'all here, about getting the
6 perspective of the community. Because we know that
7 building a rail facility, we are going to do our
8 public interest review, we are going to look at
9 different issues. But what we don't know is we don't
10 know the specific issues that you who live and work
11 in this community have about a proposal like this,
12 and so that's where we need your help. We need your
13 help providing comments to make sure that the studies
14 we do over the course of the next year addresses the
15 issues that are important to you.

16 Clearly we're going to look at noise.
17 Clearly, we're going to look at light. Clearly,
18 we're going to look at transportation. But there's
19 specific components of kind of looking at how broad
20 is that look and that's where we need your help
21 tonight to help us understand how broad that look is.

22 So as I say, the goal here tonight is to
23 get your feedback, so I will go ahead and wrap things
24 up.

25 And, Colonel.

1 LIEUTENANT COLONEL LITZ: Okay. At this
2 time, I would like to give Jeff McWhorter the
3 opportunity to come up here and describe the project
4 to us. Jeff represents Palmetto Railways and is the
5 future project applicant. And it's important to note
6 that his views represent his agency and not the Corps
7 of Engineers, but it's important, nonetheless, to
8 have him up here to say a few words.

9 MR. MCWHORTER: Thank you, Colonel. I
10 think Nat did a very good job of describing the
11 project to you, so I really wouldn't say much about
12 that. I just want the opportunity to thank you for
13 being here this evening. We do believe this would be
14 an important project. We know there's going to be
15 impacts, and we want to mitigate those to the extent
16 we reasonably can.

17 Your participation, your questions, your
18 comments, your concerns we value greatly. We want to
19 do this right, and we can't do it without your
20 participation. So thank you for being here. Thank
21 you for taking the time. Thank you for your
22 interest.

23 LIEUTENANT COLONEL LITZ: Okay. Here is
24 where we start taking comments. And the way we will
25 do this is there are nine comment cards, nine

1 individuals that have identified themselves as
2 wanting to make comments. I'll call you forward.
3 And if you would please come up here to the
4 microphone, I will give you five minutes to make your
5 comment. And you will get a sign that tells you
6 you're one minute out, and then I'll ask that when
7 you hit five minutes that you cut it off. If there's
8 additional comments that you would like to make, I'll
9 be happy to accept them in any written documentation
10 that you've brought with you tonight. We will
11 include those in the record.

12 But I would appreciate if you could, again,
13 direct your comments to me. The court reporter will
14 capture it. And five minutes, okay.

15 And so the first person I would like to
16 call up is Bryan Cordell.

17 THE SPEAKER: Thank you. I appreciate the
18 opportunity to speak to you tonight. I live in Hopes
19 Pointe, which is on the north -- right off the north
20 end of the base, and just kind of wanted to share --

21 LIEUTENANT COLONEL LITZ: Can everybody
22 hear Bryan?

23 AUDIENCE SPEAKER: No.

24 LIEUTENANT COLONEL LITZ: Can you speak up
25 just a little bit in the microphone?

1 THE SPEAKER: Sure, absolutely. Thank you.
2 I guess what I wanted to share tonight is the north
3 end of the base, the Navy Yard project is what really
4 brought me into the Park Circle neighborhood a few
5 years ago when I moved to North Charleston. And I
6 was really attracted to all of the wonderful things
7 that are happening out at the Navy Yard. And one of
8 those things, for me, is the wildlife and the beauty
9 of the Noisetette Creek and all the natural systems
10 that are on the end of the base.

11 I like to spend my Saturday mornings taking
12 a kayak out to Noisetette Creek and sitting there in
13 the tidal marsh watching all the wildlife and all the
14 interesting things that are happening at the Navy
15 Yard. So part of my concern is what impact the rail
16 has on what I think are very important natural
17 systems and what impact that has on the wildlife.

18 But I share the same concerns that my
19 neighbors have with the other impacts that are
20 potentially created by this project, you know,
21 including the noise and the potential pollution and
22 other impacts.

23 I think I can speak on behalf of my
24 neighbors and say there's still not a lot of clarity
25 as to what the development in the north end will look

1 like surrounding this project, and so there are just
2 a lot of questions of what it will look like and what
3 are those impacts on us. That's it.

4 LIEUTENANT COLONEL LITZ: Okay. Thank you,
5 very much. Okay, Kent Stair.

6 THE SPEAKER: Thank you, Colonel. I'm Kent
7 Stair. I'm a lawyer and I represent the folks who
8 own the old post office. And we are here and really
9 in search of someone who cares and, thus far, we're
10 not sure we've found them, and so we're just going to
11 tell you why. But we're looking to you to see what
12 you can do to help us.

13 And I would be interested to know if anyone
14 from Noisette is here because I think they're an
15 important entity of what has made this place what it
16 is. And I will tell you that Noisette came in, as
17 you might know, and established the New American City
18 and they sold it to a lot of people, including my
19 clients who spent more than \$4 million taking the old
20 post office to make it a beautiful place overlooking
21 what was going to be the World of the Future, as
22 Noisette described it.

23 And I don't know if you've seen the
24 pictures that Noisette has offered, but they're quite
25 lovely. And as it turns out, Noisette apparently was

1 not up to the task of doing what they should do.

2 Unfortunately, many people invested in it.

3 I know that there are other folks who are
4 here on behalf of an orphanage that is vested here.
5 There's a low income housing place that's here. But
6 a lot of other people who put a lot of money into
7 what was going to be a really nice place and with
8 Noisette going belly-up as they did, it turned out to
9 be otherwise.

10 Now the problem is is that our building, as
11 you will see here, is a lovely building that was
12 built in accordance with all of the LEED standards.
13 And as a matter of fact, one of the first Gold LEED
14 buildings, I think, in Charleston. And it was built
15 that way in anticipation of the arrival of the New
16 American City as distinguished from the New American
17 Railway, the railway.

18 And what happens is most unfortunately the
19 location of our building could not be more critically
20 and detrimentally located. I don't know if you know
21 where the old post office is. But if you will look
22 at this line here, this line, and as you will see, we
23 are absolutely overlooking the six or seven or eight
24 lines that become twenty lines or twenty-five or
25 however many it becomes. And so what we are going to

1 see instead of the New American City is the constant
2 flow of rail traffic and it's all going to be taken
3 out and put back there.

4 And the air pollution, the noise pollution,
5 the vibration, the light and all the things we've
6 talked about could not be more detrimental than they
7 were here.

8 Now, what concerns us is that all of the
9 property that is involved here is the subject of
10 covenants and restrictions that Noisette established
11 that envisioned things far different than what we
12 have here and somehow, somehow those are being
13 ignored and we would like for someone to answer for
14 that and see how that has occurred.

15 And so I guess what we are looking for
16 you-all to do is to be someone who in a world of
17 darkness where no one cares to care and to see what
18 you can do to see that people like us who invested in
19 the New American City who now find themselves in a
20 far different place are treated fairly because thus
21 far -- and I will tell you we are in litigation right
22 now with the railroad and with Noisette.

23 And so there will be no misunderstanding
24 about our position in the thing, we have tried to
25 have dialogue with them and we have been ignored.

1 And we think that someone should have dialogue with
2 us. And to the extent we can look to you to help
3 provide that dialogue or to the railroad to help
4 provide it, you know, we would like to have it
5 happen. Because what's happened to us simply has not
6 been fair in any imaginable circumstances. Thank
7 you.

8 LIEUTENANT COLONEL LITZ: Thank you, sir.
9 Appreciate the comments.

10 Okay. Next is Chip Hester. Come on up.

11 THE SPEAKER: Thank you for your time. I'm
12 Chip Hester, and I'm part ownership Ott Distributors
13 and Sino Heating Company which is located at the
14 north most end of the project off of Aragon.

15 My main concern is the proposed rail Y at
16 Spruill Avenue and Bexley and just thinking about the
17 time of maybe starting and stopping of train traffic
18 there along with the road traffic. Also, our
19 facility is about 100,000 square feet of warehouses
20 that run all along Aragon Avenue, which is a
21 dead-end. And we share one side of the street and we
22 own one side of the street. The City of North
23 Charleston is on the other side, but they are soon to
24 be leaving. It puts us on a dead-end without much
25 leverage.

1 And we depend on traffic from contractors.
2 We're a wholesale company. And part of the project
3 will be a spur that goes right through the middle of
4 my property which is a right-of-way already owned by
5 the rail company which, you know, has always been
6 there. But we're concerned about access to and from
7 our facility for our customers.

8 As I said, we are more than just going out
9 and servicing; we are also a wholesale company that
10 people come to. And a customer that could be leaving
11 our facility, coming or going, has probably crossed
12 three or four possible tracks. And we're just
13 concerned about any other access to our property in
14 this proposal.

15 And, again, some of my questions were
16 answered tonight about maybe the amount of trains,
17 the lengths of trains, but just concerned about that
18 Y area at Spruill and Bexley and wondering how much
19 starting and stopping of the trains will take place
20 there and how it will effect the road traffic, not
21 only once this is completed but upon construction;
22 again, access to our business which is located on a
23 dead-end. There is no in or out without having to
24 cross a train or a track. Thank you.

25 LIEUTENANT COLONEL LITZ: You're welcome,

1 sir. Thank you.

2 Okay. Next is Imam Rashed.

3 THE SPEAKER: Thank you, Colonel. I'm here
4 today by invitation because I'm a property owner and
5 this letter I get from the US Corps of Army Engineers
6 and also directly where I obtained residency in Union
7 Heights since 1974. And our concern here is -- let
8 me see if I can put my glasses on. Thank you.

9 Now, we have four points of concerns.
10 Number one, the railroad will add more trucks to the
11 Navy Yard access road and other communities will also
12 be affected. More noise, two. Three, would add more
13 environmental air pollution. Four, which will add
14 more diseases such as asthma that will affect the
15 people in the area. Five, as the diseases increases
16 which will result in more hospital bills forever.
17 The diseases and the hospital bills are forever. The
18 railroad and the Navy Yard access road are forever
19 and the health of the community are forever. Thank
20 you.

21 LIEUTENANT COLONEL LITZ: Thank you for
22 your comments.

23 Anthony Gentile.

24 THE SPEAKER: Thank you. Anthony Gentile,
25 4106 O'Hare Avenue. Mr. Ball already mentioned my

1 question, my concern about our neighborhood being
2 locked in at Saint Johns and O'Hare when the circle
3 goes in at the end. I have talked to several people.
4 There is an old gate and there's a possibility they
5 won't be able to open that.

6 The other question is in our neighborhoods
7 we put in the horn zones. And since we are going to
8 have a lot of new trains at Bexley and those
9 different crossings, I would think that should be
10 something that they do in those neighborhoods since
11 they are going to be going through neighborhoods to
12 have the low impact horns when they cross streets
13 like they do now on several of the roads in our
14 neighborhood. So thank you very much.

15 LIEUTENANT COLONEL LITZ: Okay. Thank you
16 for your comments.

17 Next is Bill Stanfield.

18 THE SPEAKER: Good evening. My name is
19 Bill Stanfield, as you know already. I live about
20 100 yards from where the rail lines will be located
21 on Success Street in the Chicago Cherokee
22 neighborhood. I also have the privilege of serving
23 as the director of a non-profit organization called
24 Metanoia that runs kids programs and does affordable
25 housing work and economic development in the same

1 neighborhood right adjacent to the Navy Base.

2 At this point, like probably a lot of
3 people in the crowd tonight, most of what I have are
4 questions. I understand you can't answer them, but I
5 hope you will be asking the same, so I'm going to
6 list them off, if that's okay.

7 One is I have questions about the track
8 location. In terms of the actual main facility
9 itself, what is the reason for having the track so
10 close up to the community itself? Houses are really
11 going to be less than 50 feet from the closest rail
12 track, if I'm looking at it correctly.

13 Another question that I hear from my
14 younger peers in the neighborhood that I know they're
15 concerned about is the loss of the Sterrett Hall
16 Recreation Facility, which a lot of them use for
17 fitness and the community uses for meetings and that
18 kind of thing. So that facility contains a gym, a
19 weight room and simply a hall where people have
20 oftentimes met and have community programming.

21 Another concern I hear are just getting a
22 good understanding of baselining the various
23 environmental effects, which I know you all do as a
24 matter of course, but just making sure that things
25 like vibration, air quality, water quality have both

1 baselines as well as something to measure against
2 them eventually. And then knowing what kinds of
3 innovations are available around the country that
4 could be implemented here for trains, you know,
5 alternatives to diesel fuel and that kind of thing.

6 And then also we hope, ultimately, that
7 given the facility it seems like it's going to
8 possibly happen, that we can figure out what
9 opportunities are available for economic benefit for
10 the people most affected which are the folks in our
11 neighborhood, and so what kinds of proactive
12 opportunities can be pursued in terms of job
13 development and job opportunities for the
14 neighborhood.

15 And then finally a question that was shared
16 with me by somebody who had to leave is what, other
17 than the public feedback process, what involvement
18 will be invited from neighborhood folks in the
19 process of dialoguing about the facility and that
20 sort of thing as well. So thank you-all very much.

21 LIEUTENANT COLONEL LITZ: Okay. Thanks for
22 your comments and your questions. You can ask a
23 question and we will record it. You know, if that's
24 something that you think should be studied, we will
25 count it as a comment. I think we all understand we

1 are not to the point where we can answer specific
2 questions tonight, so.

3 So next is Rahim Karrien.

4 THE SPEAKER: Good evening. My comments,
5 actually, Bill kind of asked some of the questions
6 that I would like to ask. I live in the southern end
7 of the project, the Union Heights community.

8 My concern somewhat is that are there going
9 to be any impacts to the southern end. I know that
10 the southern end is going to be an entranceway to the
11 rail yard, and rather the southern end is going to be
12 exposed to any more negative impacts. We do have
13 Cooper Yard down there, which is something else. But
14 in addition to the Cooper Yard and the community
15 being exposed as an entranceway to the new rail
16 facility, what type of impacts that would have on our
17 community. But Bill kind of asked the questions to
18 that more. Thank you very much.

19 LIEUTENANT COLONEL LITZ: Okay, great.
20 Thank you, sir. Appreciate those comments.

21 Kevin Middleton. Kevin Middleton.

22 (There was no response.)

23 LIEUTENANT COLONEL LITZ: Okay. Maybe he
24 stepped out for a moment. We will go to the next
25 one. Jock Stender.

1 THE SPEAKER: I'm Jock Stender. I
2 understand that neither Norfolk Southern nor CSX has
3 endorsed or agreed to receive or deliver intermodal
4 freight to or from this proposed intermodal rail
5 terminal. Both have been operating their own
6 intermodal terminals in North Charleston, the Bennett
7 and the Ashley Yards since the early 1970s.

8 I believe the EIS should consider two
9 topics that I am presenting here. Topic number one,
10 I believe that the EIS analysis should consider and
11 disclose a sensitivity analysis making assumptions of
12 the potential volumes of freight that will move via
13 this terminal broken down by A, letter A,
14 containerized and non-containerized freight moving
15 through -- I take it back.

16 This is where the A begins. A, the Ports
17 Authority, the SPA's new Navy Base Container
18 Terminal; B, the SPA's Columbus Street Terminal; C,
19 the SPA's North Charleston Terminal; D, the SPA's
20 Wando Terminal; and, E, the SPA's Veterans Terminal
21 which is clearly marked as a proposed ro-ro terminal
22 to handle automobiles, trucks, bulldozers and other
23 rolling stock and out-of-gage cargoes like wind
24 turbine blades, motor boats and yachts.

25 Significantly, I do not trust the Ports

1 Authority and believe that the Ports Authority needs
2 to disclose the time frame for converting the
3 Veterans Terminal, which is now empty, into a ro-ro
4 terminal and when will that occur and what will be
5 that volume.

6 Topic number two, I believe the EIS should
7 also present the cost savings that would be realized
8 per 20-foot and/or 40-foot container or flat rack
9 moving to and from the new SPA Navy Base container
10 terminal and the proposed intermodal terminal.

11 I understand from Jeff McWhorter with
12 Palmetto Railways that this freight will move between
13 these two points on a dedicated road on yard hustlers
14 quote, unquote. I think this is an excellent low
15 cost, low environmental impact technique that will
16 make the location more competitive and attractive to
17 Norfolk Southern and CSX but also to the shippers and
18 steamship lines because they are the entities that
19 currently pay the drayage costs between the SPA's
20 container terminals and Norfolk Southern's and CSX's
21 existing intermodal yards which drayage now costs
22 between \$95 and \$125 per container or flat rack.
23 Thank you.

24 LIEUTENANT COLONEL LITZ: Okay, sir, thank
25 you.

1 I will call one more time for Kevin
2 Middleton. I have a card. It's okay if you decline
3 to come up and make comments.

4 (There was no response.)

5 LIEUTENANT COLONEL LITZ: Okay. That round
6 is complete. That's all the comments I have. Is
7 there anyone else out there that would like to come
8 forward and make a comment before we close out
9 tonight for the record?

10 Gentlemen, if you would like to come
11 forward and get a card and fill it out.

12 I will ask for a show of hands again and we
13 will just bring cards out to you. There's one in the
14 front row. Is there someone else back here? A
15 gentleman in the green jacket.

16 THE SPEAKER: Yes, my name is William
17 Parker. I was actually in the marine industry here
18 in Charleston for 12 years, and I attended the
19 original impact studies for the actual building of
20 the container terminal facility.

21 A long time ago when I got on the boats, I
22 promised myself one thing -- two things. One, that I
23 would never live more than five minutes from the
24 boat. If you miss the boat, you're not going to make
25 it. Two, after learning my lessons, that I would

1 never live over a bridge from getting access to the
2 boat.

3 Because of life and limb, I'm actually in
4 the financial services industry now, which is the
5 complete opposite. But that being said, we moved to
6 the Park Circle area. I actually maintained and
7 operated and managed a barge that is now at the new
8 Kinder Morgan Terminal, what was formally -- right
9 next to what was formerly Hess.

10 My concerns, you know, I'm on both sides of
11 the fence. One, I understand the need for maritime
12 as well as the transportation and industry that we
13 are bringing to the old Navy Base. It was really
14 funny when the federal government did pull out of the
15 Navy Base, I was actually surprised by -- we were
16 expecting such a large impact and a loss of jobs, but
17 we actually had a large increase to fill that void.
18 And those jobs and industries turned out to be in the
19 tech industry, a lot of brain industries started to
20 fill into the Navy Base, and I too bought into the
21 Noisette product and purchased property in the Park
22 Circle area. So I, like many others, saw the grand
23 vision of Noisette.

24 I would love to find a happy medium between
25 the two, but I also now notice that in certain

1 instances that I might as well live on the other side
2 of a bridge from where I work now because of the
3 train traffic that either happens to me when I move
4 southward to bypass I-26 to get to my offices
5 downtown, or if I go north to go to Mount Pleasant, I
6 encounter train traffic at North Rhett at 526.

7 The other issue there is that 526 was not
8 built from a standpoint of -- on course to handle the
9 load of traffic that's going on and off of 526 at
10 that junction. When there is a rail -- when there is
11 a train at the North Rhett 526 junction area, things
12 literally lock up for a certain period of time well
13 after the train is gone in peak hours of commuter
14 congestion.

15 The other thing I noticed and I learned
16 from the ocean is that, you know, you can't impede
17 Mother Nature. And sound travels very well over
18 water. I'm very well used to a container hatch
19 thumping and bumping. I sleep right through that.
20 But the noise exposure that I did not expect is that
21 from the traffic that's on 526 as it's elevated above
22 the neighborhood.

23 Secondly, I've come to notice that it turns
24 out that, like water, train tracks are a high
25 conductor of noise. I have actually been pretty

1 surprised by the noise that can come from the
2 terminal, from the intermodal that's actually on the
3 other side of North Meeting. That sound filters
4 right through the neighborhoods. And without
5 forestry, without houses that are flat, you know,
6 that sound conducts very quickly through the
7 neighborhoods. So sound impact is a key to me and
8 the traffic impact is a huge key to me.

9 Again, I've noticed in the world of the
10 financial markets that stability is always
11 appreciated. And if I knew the train schedule when
12 it came to CSX and Norfolk Southern and I knew the
13 trains were going to be coming through on the south
14 end at one point and they were going to be coming
15 though the north end at one point, that's a little
16 bit different story in planning one's commute. But
17 not knowing will I be cut off on the south, the north
18 and I really think the volume of traffic is going to
19 be a lot higher than it is estimated here.

20 So, again, traffic, commerce and noise
21 barriers or at least nullification of some of the
22 sound that's going to come from the terminal. Thank
23 you.

24 LIEUTENANT COLONEL LITZ: Thank you very
25 much. And as you sit out here and hear some of these

1 comments, if you can think of something, something
2 jogs your memory, you get an idea, just please come
3 up and get a card or raise your hand and someone will
4 get a card out to you. This is good dialogue. Thank
5 you.

6 St. Clair Jenkins.

7 THE SPEAKER: Thank you very much, Colonel.

8 I guess my comment is on the traffic
9 because I'm looking at Spruill Avenue being
10 downgraded to a two-lane highway from Union Heights
11 all the way up to I guess that's Durant. And if
12 traffic is to get stopped by a train there, you are
13 going to have a bottleneck that's going to be out of
14 this world.

15 We're already having problems traversing
16 the road from left to right, up, downtown, whatever.
17 And supposedly it was about a bike lane, but I really
18 think it was about this whole thing coming in.

19 My other question is what is being brought
20 in on the trains or these containers that are coming
21 into the area. We had some problems before about
22 containers. I don't know if that was part of the
23 Ports Authority or whose, but I'm very concerned
24 about the health issues with the containers as far as
25 what's being stored or what's being transported

1 through. Thank you.

2 LIEUTENANT COLONEL LITZ: You're welcome,
3 sir. Thank you for your comments.

4 Helen Gray-Wiley.

5 THE SPEAKER: Good evening.

6 LIEUTENANT COLONEL LITZ: Good evening.

7 THE SPEAKER: I'm Helen Gray-Wiley from
8 Bennett Yard Road and Green Grove Community. My
9 community sits right in the beginning of the Bennett
10 Yard Road Terminal.

11 My question is how would that effect
12 additional trains utilizing, if they're going to
13 utilize the CSX Terminal that's going to be leaving
14 out of that yard, how many trains we will have to
15 endure, additional trains?

16 I have heard various conversation and talk
17 about vibration and noise. To build trains -- I've
18 lived there over 50 years, and the vibration and the
19 noise is unbearable. We have been asking for certain
20 type of relief. Now we are up against another
21 proposal of additional trains. One house lives
22 approximately 60 feet from where the trains are being
23 built, the couplings, the trains being idle, 1:00,
24 2:00 in the morning. It's just unbearable. It's
25 almost like a hurricane every single day. And that's

1 the kind of impact it's going to be, because I have
2 to live through it, so I know how it is to have to
3 endure and live that close to a train path.

4 But, you know, I am concerned about if
5 you're going to utilize the CSX rails, how will it
6 affect the Bennett Yard Road, Green Grove Community
7 which already has negative impact from the CSX
8 Railway. Thank you.

9 LIEUTENANT COLONEL LITZ: Very good, thank
10 you. This is Germaine Jenkins.

11 THE SPEAKER: Thank you. My comment is
12 going back to something I just heard about the Navy
13 Base closure increasing tech jobs.

14 What also happened, I guess when the Navy
15 Base closed, is that those blue collar jobs were
16 lost. And as a result, where the community was once
17 stable, it was the highest employer of blue collar
18 workers probably in the state. Now there's a lot of
19 folks that are living below the poverty level in that
20 neighborhood. And not only in jobs is that community
21 ignored, but also in the fact that the schools in
22 that neighborhood are failing. There's no grocery
23 stores near -- within 50 feet near where Bill lives,
24 but there's a community garden now.

25 We have been working with the neighborhood

1 with renters who are stable in that neighborhood
2 within 50 feet of where the rail project is proposed
3 who may decide to leave. And they, you know, are --
4 for that portion of the community right there between
5 Calvert and Orvid Streets would help keep that garden
6 going and that was the first of many projects that we
7 hoped to put there.

8 We've been remediating that soil for the
9 last couple of years, brought back wildlife that
10 wasn't there before, and we're about to get a
11 playground. And my concern is with the noise, again,
12 deterring some of those stable residents who are
13 renters leaving.

14 We also have an issue of air quality where
15 that will impact the work that we are doing on this
16 organic garden. But, also, now that there's a
17 playground in the neighborhood, the kids might not --
18 may continue to come to the playground even though
19 there's an air quality problem. And those issues of
20 asthma may either be generated or aggravated for a
21 community that has already been ignored. So my hope
22 is that something is done to mitigate that. Thank
23 you.

24 Oh, and another thing, I'm sorry. I'm a
25 homeowner, just like some of the other folks in here,

1 and because of those negative conditions within the
2 neighborhood, my house is under water right now and
3 just having one more negative thing is going to not
4 make my property value go up, so.

5 I want to say thank you.

6 LIEUTENANT COLONEL LITZ: Thank you for
7 your comments.

8 Yes, sir. One more.

9 THE SPEAKER: My name is Herb Fraser-Rahim.
10 I filled out one of those cards over there and I
11 apologize for the last minute coming up like this.
12 But the reason I did this, decided to come up is
13 because of a comment that the young lady made just
14 now.

15 We basically have submitted to you a list
16 of the concerns that we have, and this was reiterated
17 by Bill Stanfield earlier that we're talking about,
18 as well as Rahim Karrien spoke of earlier also.

19 THE COURT REPORTER: I'm sorry, if I can
20 get you to speak up, please.

21 LIEUTENANT COLONEL LITZ: Sir.

22 THE SPEAKER: Can you hear me?

23 THE COURT REPORTER: Now I can.

24 THE SPEAKER: Okay. Basically, we
25 represent three community groups: The Lowcountry

1 Alliance for Model Communities, the Metanoia and the
2 Sea Crab.

3 THE COURT REPORTER: I'm sorry, the?

4 THE SPEAKER: The Sea Crab, which is a
5 community, Charleston Community Research to Action.

6 Can you hear me now?

7 THE COURT REPORTER: Yes, sir.

8 THE SPEAKER: Okay. The Charleston
9 Community Research to Action Board, Metanoia and
10 Lowcountry Alliance for Model Communities, those are
11 the three entities that basically have put together
12 some information that we've submitted to you.

13 I think one of the things I wanted to come
14 up and just kind of bring to your attention that we
15 were heavily involved in the negotiations in the
16 community Environmental Impact Statement for the
17 State Ports Authority. And one of the elements of
18 that process was that there was a mitigation plan
19 that was developed as part of that. When the -- we
20 unfortunately got involved in the draft stage of the
21 EIS process. Fortunately, we are starting from the
22 beginning now.

23 And one of the things that came up during
24 the review of that in the EIS, that stage, was there
25 was a very weak mitigation plan that was involved in

1 the appendix section to the EIS document. And in the
2 mitigation plan, we basically -- we renegotiated
3 certain elements in that mitigation plan to benefit
4 the community and issues that were just articulated
5 by the young lady who just came up a few minutes ago.

6 We want to make sure that those negative
7 impacts that take place, you understand, or any
8 negative impacts that take place on the property are
9 dealt with. And so we're encouraging you to make
10 sure that you get continuous input from the
11 communities in regards to the mitigation plan
12 associated with the Environmental Impact Statement.
13 Thank you.

14 LIEUTENANT COLONEL LITZ: Okay, thank you.
15 Yes, that's why it's important to make these kinds of
16 comments early in the process, so thank you very
17 much, sir.

18 Okay. I'm not seeing any more hands going
19 up, so I'm going to go ahead and close this out. So
20 officially this closes the comment portion of the
21 meeting. I would like to thank everybody for their
22 input tonight, and we did capture that for the record
23 with the court reporter tonight.

24 If you have concerns that you feel did not
25 get addressed here tonight, make sure that you

1 consult the project website for additional
2 information about the proposed project and updates
3 regarding the status of the EIS or provide us with
4 your comments via mail. If there is something you
5 are thinking of as you drive home tonight, write it
6 down and mail it to us and we will get it included in
7 the record.

8 So comments will be taken until the 14th
9 of December as part of the scoping process and that's
10 it. I appreciate you being here tonight. This
11 officially adjourns the meeting and have a great
12 night.

13 (WHEREUPON, the proceedings were concluded at
14 8:12 p.m.)

1 STATE OF SOUTH CAROLINA)
2 COUNTY OF CHARLESTON) C E R T I F I C A T E
3

4 I, Holly Hiott O'Quinn, Independent Court Reporter
5 and Notary Public for the State of South Carolina,
6 certify that I did appear on November 14, 2013 at the
7 Chicora School of Communications, 3795 Spruill Avenue,
8 North Charleston, South Carolina; that the foregoing
9 pages constitute a true and accurate transcript of
10 statements given at the time and place.

11 I do further certify that I am not of counsel or
12 kin to any of the parties to this cause of action, nor
13 am I interested in any manner of its outcome.

14 IN THE WITNESS WHEREOF I have hereunto set my
15 hand and seal this the 6th day of December, 2013.

16
17
18 _____
19 Notary Public for South Carolina
20 My Commission Expires March 21, 2016
21
22
23
24
25

	14:4;47:25	analysis (3)	attend (1)	36:9;38:13,15,20;
\$	addresses (2)	12:25;35:10,11	7:22	43:13,15
\$125 (1)	6:20;21:14	and/or (1)	attended (2)	baselines (1)
36:22	adjacent (3)	36:8	8:24;37:18	33:1
\$4 (1)	14:23,24;32:1	answered (1)	attention (1)	baselining (1)
25:19	adjourns (1)	29:16	46:14	32:22
\$95 (1)	48:11	Anthony (2)	attracted (1)	basically (4)
36:22	administrators (1)	30:23,24	24:6	45:15,24;46:11;
	6:15	anticipation (1)	attractive (1)	47:2
A	advantage (1)	26:15	36:16	beautiful (1)
	8:12	apologize (1)	audience (3)	25:20
able (6)	affect (2)	45:11	7:10;9:24;23:23	beauty (1)
12:21,22;15:13;	30:14;43:6	apparently (1)	authorities (1)	24:8
16:1;18:14;31:5	affected (2)	25:25	4:3	become (1)
above (1)	30:12;33:10	appendix (1)	Authority (6)	26:24
39:21	affordable (1)	47:1	10:20;35:17;36:1,1;	becomes (2)
absolutely (2)	31:24	applicant (1)	41:23;46:17	20:6;26:25
24:1;26:23	again (10)	22:5	authorize (1)	begin (2)
accept (1)	8:17;15:22;16:23;	application (3)	6:17	3:25;5:13
23:9	23:12;29:15,22;	3:11;14:6;17:7	automobiles (1)	beginning (4)
access (14)	37:12;40:9,20;44:11	applying (1)	35:22	15:5;17:8;42:9;
13:18;18:3,4;19:3,	against (4)	11:12	available (2)	46:22
14:20;10,17,19;29:6,	5:16;6:14;33:1;	appreciate (6)	33:3,9	begins (1)
13,22;30:11,18;38:1	42:20	2:21;23:12,17;28:9;	Avenue (13)	35:16
accommodate (1)	agencies (1)	34:20;48:10	11:5;13:5,16,17;	behalf (2)
8:15	5:22	appreciated (1)	18:20,21;19:6,11,19;	24:23;26:4
accordance (2)	agency (2)	40:11	28:16,20;30:25;41:9	belly-up (1)
6:3;26:12	agency's (1)	appropriate (1)	avoid (1)	26:8
acres (4)	4:9	2:22	18:9	below (1)
4:21;5:5,9;10:14	aggravated (1)	approximately (3)	avoiding (1)	43:19
Act (8)	44:20	5:5,8;42:22	11:19	bend (1)
5:11,12,20,21,23;	ago (3)	Aragon (3)	awful (1)	19:25
10:8,9;12:12	24:5;37:21;47:5	18:16;28:14,20	17:11	benefit (4)
Action (2)	agreed (1)	area (9)	B	12:3;20:25;33:9;
46:5,9	35:3	10:24;13:24;18:16;		47:3
actively (1)	ahead (4)	29:18;30:15;38:6,22;	back (16)	benefits (1)
7:21	12:14,17;21:23;	39:11;41:21	2:9;3:16;4:10;	5:15
actual (4)	47:19	Army (4)	14:16;15:22;16:9,17;	Bennett (4)
15:17,17;32:8;	air (7)	5:10,18;9:19;30:5	18:10,21;19:25;	35:6;42:8,9;43:6
37:19	12:1;15:11;27:4;	around (5)	20:13;27:3;35:15;	better (1)
Actually (17)	30:13;32:25;44:14,19	19:25;33:3	37:14;43:12;44:9	8:13
10:23;12:25;13:1;	Allegiance (2)	arrival (1)	background (1)	Bexley (5)
16:24;17:17,20;	2:23,25	26:15	4:1	18:16,25;28:16;
19:10,11;20:14;34:5;	Alliance (2)	arrow (1)	Bainbridge (2)	29:18;31:8
37:17;38:3,6,15,17;	46:1,10	15:7	20:1,7	beyond (1)
39:25;40:2	almost (3)	articulated (1)	balanced (1)	11:24
add (4)	15:20;16:6;42:25	47:4	6:22	big (2)
8:25;30:10,12,13	along (3)	Ashley (1)	balancing (1)	11:16;18:2
adding (1)	11:5;28:18,20	35:7	5:19	bike (1)
20:25	alternatives (1)	assistance (1)	Ball (9)	41:17
addition (5)	33:5	6:4	3:12;4:2;5:23;9:19,	Bill (6)
3:21;5:20;8:25;9:4;	Although (1)	associated (4)	21,25;10:2;17:15;	31:17,19;34:5,17;
34:14	6:6	5:5;11:8;14:19;	30:25	43:23;45:17
additional (7)	always (2)	47:12	barge (1)	bills (2)
7:25;16:10;23:8;	29:5;40:10	assumptions (1)	38:7	30:16,17
42:12,15,21;48:1	American (5)	35:11	barriers (1)	bit (3)
additionally (1)	25:17;26:16,16;	asthma (2)	40:21	3:14;23:25;40:16
7:25	27:1,19	30:14;44:20	Base (22)	blades (1)
address (7)	amount (1)	at-grade (1)	4:22,25;10:16;13:5,	35:24
7:9;8:10,10;14:2,7;	29:16	12:5	23;17:24;19:14,18,	block (1)
16:19;17:1	analyses (2)	Atkins (5)	24:20;16,18;23:20;	13:18
addressed (2)	15:17;16:4	3:17,19;6:5,6,8	24:3,10;32:1;35:17;	blue (2)
				43:15,17

board (2) 17:18;46:9	calls (1) 17:16	25:17;26:16;27:1, 19:28:22	8:13	consider (2) 35:8;10
boat (3) 37:24;24;38:2	Calvert (1) 44:5	Clair (1) 41:6	Communications (2) 2:17;3:15	considered (3) 7:6;20;9:16
boats (2) 35:24;37:21	came (6) 8:8;18;25:16;40:12; 46:23;47:5	clarity (1) 24:24	communities (4) 30:11;46:1,10; 47:11	constant (1) 27:1
both (7) 6:22;8:9;12:4;18:4; 32:25;35:5;38:10	Can (29) 2:9;5:13;6:24;7:22; 8:1;9:1,22;14:4; 15:10;11;17:21; 22:16;23:21,24; 24:23;25:12;27:18; 28:2;30:8;33:8,12,22; 34:1;40:1;41:1;45:19, 22,23;46:6	Clean (3) 5:12,21;10:8	community (24) 15:13;21:6,11; 30:19;32:10,17,20; 34:7,14,17;42:8,9; 43:6,16,20,24;44:4, 21;45:25;46:5,5,9,16; 47:4	construct (1) 6:12
bottleneck (1) 41:13	capture (3) 16:14;23:14;47:22	cleaning (1) 20:5	commute (1) 40:16	constructing (1) 19:9
bought (1) 38:20	captured (1) 6:24	Clearly (4) 21:16,17,17;35:21	commuter (1) 39:13	construction (4) 5:2,14;11:8;29:21
brain (1) 38:19	card (11) 8:9,19,21;9:9,9,11, 17;37:2,11;41:3,4	clients (1) 25:19	Company (4) 28:13;29:2,5,9	consult (1) 48:1
branch (2) 3:10,13	cards (5) 8:23;9:4;22:25; 37:13;45:10	close (5) 19:10;32:10;37:8; 43:3;47:19	competitive (1) 36:16	Container (14) 4:25;10:13,20,21; 20:4,12,16;35:17; 36:8,9,20,22;37:20; 39:18
bridge (5) 11:7,9;19:4;38:1; 39:2	care (1) 27:17	closed (1) 43:15	complete (2) 37:6;38:5	containerized (2) 5:3;35:14
brief (1) 9:20	carefully (1) 5:16	closes (1) 47:20	completed (1) 29:21	containers (4) 20:23;41:20,22,24
bring (3) 9:11;37:13;46:14	cares (2) 25:9;27:17	closest (1) 32:11	complicated (1) 19:23	contains (1) 32:18
bringing (1) 38:13	cargoes (1) 35:23	closure (1) 43:13	comply (1) 5:22	content (1) 6:7
broad (2) 21:19,21	Carolina (2) 4:21;13:5	Coast (1) 2:9	component (1) 17:23	context (1) 12:8
broken (1) 35:13	cars (1) 5:4	collar (2) 43:15,17	components (3) 17:17,22;21:19	continue (2) 19:13;44:18
brought (5) 3:3;23:10;24:4; 41:19;44:9	center (1) 17:12	COLONEL (32) 2:8,13;3:2;10:1,10; 12:11;21:25;22:1,9, 23;23:21,24;25:4,6; 28:8;29:25;30:3,21; 31:15;33:21;34:19, 23;36:24;37:5;40:24; 41:7;42:2,6;43:9; 45:6,21;47:14	conceptual (1) 12:16	continues (1) 20:7
Bryan (2) 23:16,22	certain (4) 38:25;39:12;42:19; 47:3	coming (7) 2:12;29:11;40:13, 14;41:18,20;45:11	concern (11) 13:18,21;17:2; 19:20;24:15;28:15; 30:7;31:1;32:21;34:8; 44:11	continuous (1) 47:10
build (6) 10:12,23;18:24; 19:11;20:22;42:17	Charleston (11) 2:14;3:4;4:22;24:5; 26:14;28:23;35:6,19; 37:18;46:5,8	Columbus (1) 35:18	concerned (10) 11:22;13:6,8,16; 29:6,13,17;32:15; 41:23;43:4	contractor (2) 3:18;6:5
building (8) 10:20;12:3;17:24; 21:7;26:10,11,19; 37:19	Cherokee (1) 31:21	commander (1) 2:14	conductor (1) 39:25	contractors (1) 29:1
buildings (1) 26:14	Chicago (2) 2:16;31:21	comment (9) 16:25;22:25;23:5; 33:25;37:8;41:8; 43:11;45:13;47:20	conducts (1) 40:6	conversation (1) 42:16
built (4) 26:12,14;39:8; 42:23	Chief (3) 3:5,9,10	commenting (1) 16:13	conclude (1) 7:17	converting (1) 36:2
bulldozers (1) 35:22	Chip (2) 28:10,12	comments (25) 4:16;7:9,10,12;8:6; 21:13;22:18,24;23:2, 8,13;28:9;30:22; 31:16;33:22;34:4,20; 37:3,6;41:1;42:3; 45:7;47:16;48:4,8	conditions (1) 45:1	Cooper (2) 34:13,14
bumping (1) 39:19	Circle (6) 13:8;18:22;24:4; 31:2;38:6,22	commerce (1) 40:20	conductor (1) 39:25	copies (1) 2:3,5
business (2) 8:9;29:22	circumstances (1) 28:6	communicate (1) 8:11	congestion (1) 39:14	copy (2) 2:2,3,5
bypass (1) 39:4	cited (1) 3:1	communication (1)	connecting (1) 18:1	Cordell (1) 23:16
C	City (5)			Corp (1) 6:8
call (5) 9:4;18:19;23:2,16; 37:1				Corps (22) 2:14;3:6,15;4:19; 5:11;6:4,7,11;7:9; 9:19;10:2,5;11:10,19; 12:8;14:8,17,22;17:6; 20:14;22:6;30:5
called (2) 11:17;31:23				Corps' (4) 4:3;6:3;11:14;21:3
				correctly (1) 32:12

Cosgrove (1) 19:17	day (1) 42:25	20:23;23:13	effect (2) 29:20;42:11	6:2;14:15
cost (2) 36:7,15	dead-end (3) 28:21,24;29:23	directed (1) 6:8	effects (1) 32:23	Environmental (12) 5:22;9:14;12:12; 14:4;15:24;16:6,20; 30:13;32:23;36:15; 46:16;47:12
costs (2) 36:19,21	dealt (1) 47:9	directly (1) 30:6	eight (4) 4:13,14;9:7;26:23	envisioned (1) 27:11
count (1) 33:25	December (2) 4:20;48:9	director (1) 31:23	EIS (23) 3:18;6:2,4,8,20;7:6, 24;9:2,16;14:18; 16:14,16,23,24;20:13, 15;35:8,10;36:6; 46:21,24;47:1;48:3	EPA (1) 11:18
country (1) 33:3	decide (2) 11:19;44:3	disclose (2) 35:11;36:2	either (2) 39:3;44:20	equal (2) 18:3;19:3
couple (2) 18:12;44:9	decided (1) 45:12	discovered (1) 16:11	elements (2) 46:17;47:3	essential (2) 6:20;8:16
couplings (1) 42:23	decision (8) 5:17;6:16,21;7:17; 14:18;17:4,4,6	diseases (3) 30:14,15,17	elevated (1) 39:21	established (2) 25:17;27:10
course (4) 8:6;21:14;32:24; 39:8	decline (1) 37:2	displays (1) 3:23	elevating (1) 20:3	estimated (1) 40:19
court (9) 2:1,2,5;7:11;23:13; 45:19,23;46:3,7; 47:23	dedicated (1) 36:13	distinguished (1) 26:16	else (4) 17:14;34:13;37:7, 14	evaluate (2) 6:9;14:19
courtesy (1) 2:19	deliver (1) 35:3	Distributors (1) 28:12	emergency (1) 13:20	evaluating (1) 6:16
covenants (1) 27:10	Department (1) 5:18	District (2) 2:15;3:5	employer (1) 43:17	evaluation (1) 7:7
Crab (2) 46:2,4	depend (1) 29:1	Division (1) 3:5	empty (1) 36:3	even (1) 44:18
created (1) 24:20	deputy (2) 3:9,20	document (6) 5:25;7:12;8:24; 17:1,6;47:1	enable (1) 18:25	evening (10) 2:8,11;3:25;7:11; 9:6;22:13;31:18;34:4; 42:5,6
Creek (4) 10:16;18:15;24:9, 12	describe (1) 22:3	documentation (1) 23:9	encounter (1) 39:6	evening's (1) 9:12
critically (1) 26:19	described (2) 20:13;25:22	done (2) 12:25;44:22	encourage (1) 8:11	eventually (1) 33:2
cross (3) 18:15;29:24;31:12	describing (1) 22:10	double-stack (1) 20:3	encouraging (1) 47:9	everybody (5) 2:9,12,19;23:21; 47:21
crossed (1) 29:11	desk (1) 8:22	down (9) 10:19,21;18:25; 19:6,9,22;34:13; 35:13;48:6	end (17) 10:21;13:4;17:8; 19:14;20:18;23:20; 24:3,10,25;28:14; 31:3;34:6,9,10,11; 40:14,15	everybody's (1) 7:12
crossings (3) 12:6,8;31:9	determined (1) 5:19	downgraded (1) 41:10	endorse (1) 35:3	everyone (1) 2:9
crowd (1) 32:3	detraining (1) 44:12	downtown (2) 39:5;41:16	endure (2) 42:15;43:3	excellent (1) 36:14
CSX (11) 11:6;18:4,7,14,23; 35:2;36:17;40:12; 42:13;43:5,7	detrimental (1) 27:6	Draft (6) 7:24;15:24;16:5,14, 16;46:20	Engineers (15) 2:15;3:6;4:19;5:11; 10:3,5;11:11;12:9; 14:8,17,22;17:6; 20:14;22:7;30:5	exhibit (1) 2:2,5
CSX's (2) 19:1;36:20	detrimentally (1) 26:20	draining (1) 10:16	ensure (4) 6:20;7:11,19;8:20	existing (9) 11:6;12:6;18:1,7, 14;19:1,4;20:20; 36:21
cul-de-sac (1) 13:17	detriments (1) 5:16	drayage (4) 10:19;20:10;36:19, 21	entire (1) 15:24	expanded (1) 16:18
Currently (2) 11:2;36:19	develop (2) 4:23;5:7	drive (1) 48:5	entities (2) 36:18;46:11	expanding (1) 11:24
customer (1) 29:10	developed (1) 46:19	Durant (1) 41:11	entranceway (2) 34:10,15	expect (3) 4:16;16:12;39:20
customers (1) 29:7	development (4) 9:14;24:25;31:25; 33:13	during (3) 3:24;7:6;46:23	Environment (2)	expecting (1) 38:16
cut (2) 23:7;40:17	dialogue (4) 27:25;28:1,3;41:4			explain (1) 4:3
	dialoguing (1) 33:19	E		exposed (2) 34:12,15
D	diesel (1) 33:5	earlier (3) 13:15;45:17,18		exposure (1) 39:20
	different (8) 17:16,22;18:13; 21:9;27:11,20;31:9; 40:16	early (3) 7:2;35:7;47:16		
darkness (1) 27:17	direct (2)	economic (3) 12:2;31:25;33:9		

extent (2) 22:15;28:2	finally (1) 33:15	further (2) 2:1.5;6:24	groups (1) 45:25	2:6;9:3
F	financial (2) 38:4;40:10	future (5) 7:22;9:2,3;22:5; 25:21	Grove (2) 42:8;43:6	Helen (2) 42:4,7
facility (22) 2:18;4:24;5:1,7; 10:13,18;12:3;13:9; 15:10;18:5;20:11; 21:7;28:19;29:7,11; 32:8,16,18;33:7,19; 34:16;37:20	find (3) 16:9;27:19;38:24	G	Guard (1) 2:10	help (10) 16:13,25;21:12,13, 20,21;25:12;28:2,3; 44:5
fact (3) 15:3;26:13;43:21	fine (1) 4:17	garden (3) 43:24;44:5,16	guess (5) 24:2;27:15;41:8,11; 43:14	Herb (1) 45:9
factual (1) 12:21	first (6) 3:24;7:14,22;23:15; 26:13;44:6	gate (1) 31:4	Guidelines (1) 11:18	Hess (1) 38:9
failing (1) 43:22	fitness (1) 32:17	gather (1) 6:8	guys (1) 2:10	Hester (2) 28:10,12
fair (2) 6:22;28:6	Fitzgibbons (1) 3:17	gave (1) 8:8	gym (1) 32:18	high (1) 39:24
fairly (1) 27:20	five (5) 23:4,7,14;30:15; 37:23	generated (1) 44:20	H	higher (1) 40:19
fall (1) 15:21	flat (3) 36:8,22;40:5	Gentile (2) 30:23,24	Hadden (1) 3:4	highest (1) 43:17
familiar (2) 10:4;18:10	flow (1) 27:2	gentleman (1) 37:15	half (1) 18:22	highway (1) 41:10
far (9) 16:13;17:22;19:2,3; 25:9;27:11,20,21; 41:24	folks (9) 3:21;4:14,17;25:7; 26:3;33:10,18;43:19; 44:25	Gentlemen (1) 37:10	Hall (2) 32:15,19	highways (1) 21:1
federal (4) 5:21;6:13;14:17; 38:14	following (2) 2:5;4:6	Germaine (1) 43:10	hand (2) 9:10;41:3	hit (1) 23:7
fee (1) 2:2	footprint (1) 10:24	given (1) 33:7	handle (2) 35:22;39:8	Hobson (1) 20:6
feedback (7) 8:1;12:19;13:14; 15:9;16:16;21:23; 33:17	forestry (1) 40:5	glasses (1) 30:8	hands (2) 37:12;47:18	home (1) 48:5
feel (1) 47:24	forever (4) 30:16,17,18,19	goal (3) 13:14;16:8;21:22	happen (3) 13:20;28:5;33:8	homeowner (1) 44:25
feet (5) 28:19;32:11;42:22; 43:23;44:2	formally (1) 38:8	goes (4) 11:2;20:11;29:3; 31:3	happened (2) 28:5;43:14	hope (3) 32:5;33:6;44:21
fellow (1) 19:19	format (2) 3:25;15:23	Gold (1) 26:13	happening (2) 24:7,14	hoped (1) 44:7
fence (1) 38:11	former (1) 4:22	Good (11) 2:8,10,11;22:10; 31:18;32:22;34:4; 41:4;42:5,6;43:9	happens (3) 13:8;26:18;39:3	hopefully (2) 14:10,24
fences (1) 13:25	formerly (2) 4:20;38:9	government (1) 38:14	happy (2) 23:9;38:24	Hopes (1) 23:18
few (4) 4:8;22:8;24:4;47:5	Fortunately (1) 46:21	grand (1) 38:22	Harbors (3) 5:11,20;10:9	hoping (2) 15:22;18:14
figure (1) 33:8	forward (3) 23:2;37:8,11	Gray-Wiley (2) 42:4,7	hatch (1) 39:18	horn (1) 31:7
fill (7) 10:6,22;11:1,7; 37:11;38:17,20	found (1) 25:10	great (4) 13:12,13;34:19; 48:11	head (2) 11:8;18:20	horns (1) 31:12
filled (2) 8:20;45:10	four (3) 29:12;30:9,13	greatly (1) 22:18	health (2) 30:19;41:24	hospital (2) 30:16,17
filters (1) 40:3	frame (1) 36:2	green (4) 15:7;37:15;42:8; 43:6	hear (11) 2:9;9:23;13:3,22; 14:3;23:22;32:13,21; 40:25;45:22;46:6	hours (1) 39:13
final (4) 5:17;16:20,23,24	Fraser-Rahim (1) 45:9	grid (1) 11:3	heard (3) 7:20;42:16;43:12	house (2) 42:21;45:2
	freight (5) 5:3;35:4,12,14; 36:12	grocery (1) 43:22	hearing (2) 7:24;15:23	Houses (2) 32:10;40:5
	front (1) 37:14	ground (1) 4:10	Heating (1) 28:13	housing (2) 26:5;31:25
	fuel (1) 33:5	group (1) 17:11	heavily (1) 46:15	huge (1) 40:8
	funny (1) 38:14		Heights (3) 30:7;34:7;41:10	Hughes (1) 3:8
			held (2)	hurricane (1) 42:25
				hustlers (1) 36:13

	indicated (1) 9:5	issue (3) 5:18;39:7;44:14	knew (2) 40:11,12	level (1) 43:19
I	individuals (2) 9:5;23:1	issues (15) 7:5;9:15;11:25; 13:22;14:2,3,7;15:14; 16:15;21:9,10,15; 41:24;44:19;47:4	knowing (2) 33:2;40:17	leverage (1) 28:25
I-26 (2) 21:1;39:4	industries (2) 38:18,19		L	LIEUTENANT (24) 2:8,13;3:2;22:1,23; 23:21,24;25:4;28:8; 29:25;30:21;31:15; 33:21;34:19,23; 36:24;37:5;40:24; 42:2,6;43:9;45:6,21; 47:14
ICTF (1) 5:1	industry (4) 37:17;38:4,12,19	J	lady (2) 45:13;47:5	life (1) 38:3
idea (6) 17:23;20:3,9,16,23; 41:2	information (11) 3:23;4:5;6:9,21;8:4; 23:15;2;16:1,17; 46:12;48:2	jacket (1) 37:15	land (1) 4:21	light (7) 12:2,24;13:1,6; 15:11;21:17;27:5
identified (2) 4:15;23:1	informed (1) 8:15	Jeff (4) 4:6;22:2,4;36:11	lane (1) 41:17	likely (2) 15:19;16:21
idle (1) 42:23	initially (1) 4:14	Jenkins (2) 41:6;43:10	large (2) 38:16,17	limb (1) 38:3
ignored (4) 27:13,25;43:21; 44:21	initiate (1) 12:18	job (3) 22:10;33:12,13	last (6) 11:1;17:5;18:12; 20:9;44:9;45:11	limited (1) 20:10
imaginable (1) 28:6	inner (1) 14:14	jobs (5) 38:16,18;43:13,15, 20	later (1) 20:22	line (8) 14:12;18:11,19,19, 25:19;17:26;22,22
Imam (1) 30:2	innovations (1) 33:3	Jock (2) 34:25;35:1	law (1) 6:15	lines (6) 11:5;18:2;26:24,24; 31:20;36:18
impact (27) 5:8;6:2;9:14;10:14; 11:12;12:23,24;14:4; 15:24;16:4,6,20;17:7; 18:9;24:15,17;31:12; 36:15;37:19;38:16; 40:7,8;43:1,7;44:15; 46:16;47:12	input (5) 6:19;7:20;8:16; 47:10,22	jogs (1) 41:2	lawyer (1) 25:7	list (5) 8:5;9:1;14:22;32:6; 45:15
impacts (19) 6:1,17;11:16,20; 12:4,7;13:2;14:19; 16:2,2;22:15;24:19; 22:25;3;34:9,12,16; 47:7,8	instances (1) 39:1	John (1) 2:13	layer (1) 14:14	listening (1) 7:13
impede (1) 39:16	instead (2) 19:16;27:1	Johns (4) 13:15,17;19:19; 31:2	layout (1) 12:16	literally (1) 39:12
implemented (1) 33:4	interchange (1) 20:5	junction (2) 39:10,11	leads (1) 17:3	litigation (1) 27:21
important (9) 13:11;19:2;21:15; 22:5,7,14;24:16; 25:15;47:15	interest (3) 11:24;21:8;22:22	jurisdiction (1) 5:10	learned (1) 39:15	little (3) 3:14;23:25;40:15
improved (1) 19:5	interested (1) 25:13	K	learning (1) 37:25	LITZ (25) 2:8,14;3:2;12:11; 22:1,23;23:21,24; 25:4;28:8;29:25; 30:21;31:15;33:21; 34:19,23;36:24;37:5; 40:24;42:2,6;43:9; 45:6,21;47:14
improvements (3) 5:6;19:9,18	interesting (1) 24:14	Karrien (2) 34:3;45:18	least (4) 4:14;11:1;20:9; 40:21	live (12) 13:4,7;15:12;21:10; 23:18;31:19;34:6; 37:23;38:1;39:1;43:2, 3
include (1) 23:11	intermodal (10) 4:23,25;5:2;10:13; 35:3,4,6;36:10,21; 40:2	kayak (1) 24:12	leave (2) 33:16;44:3	lived (1) 42:18
included (2) 7:6;48:6	internal (1) 2:3	Keep (2) 6:11;44:5	leaves (1) 13:9	lives (4) 13:15;19:19;42:21; 43:23
includes (1) 5:1	intersection (1) 20:6	Kent (2) 25:5,6	leaving (4) 28:24;29:10;42:13; 44:13	living (1) 43:19
including (2) 24:21;25:18	into (12) 9:22;15:16;18:1; 19:13,18;20:11;24:4; 26:6;36:3;38:20,20; 41:21	kept (1) 8:15	led (1) 16:11	load (1) 39:9
income (1) 26:5	introduce (1) 3:3	Kevin (3) 34:21,21;37:1	LEED (2) 26:12,13	local (2)
increase (1) 38:17	invested (2) 26:2;27:18	key (3) 4:3;40:7,8	left (1) 41:16	
increases (1) 30:15	invitation (1) 30:4	kids (2) 31:24;44:17	lengths (1) 29:17	
increasing (1) 43:13	invited (1) 33:18	Kim (1) 3:17	less (1) 32:11	
	involved (6) 4:19;13:11;27:9; 46:15,20,25	kind (8) 21:19;23:20;32:18; 33:5;34:5,17;43:1; 46:14	lessons (1) 37:25	
	involvement (1) 33:17	Kinder (1) 38:8	letter (4) 14:25;15:5;30:5; 35:13	
		kinds (3) 33:2,11;47:15	letters (1) 16:25	
			letting (1) 2:17	

<p>14:20;21:1 located (5) 10:15;26:20;28:13; 29:22;31:20 location (3) 26:19;32:8;36:16 lock (1) 39:12 locked (1) 31:2 long (2) 4:16;37:21 look (19) 3:23;11:15;12:9; 13:1,23;15:7,10,11, 18;21:8,16,17,18,20, 21:24;25;25:2;26:21; 28:2 looked (2) 20:15,16 looking (25) 8:10;11:4,25;12:1, 1,2,2,3;14:9;15:8,21; 16:5,20;17:20;18:3,7, 13;19:8,21;20:2; 21:19;25:11;27:15; 32:12;41:9 looks (3) 4:13;8:19;15:4 loss (2) 32:15;38:16 lost (1) 43:16 lot (13) 12:20;17:11;24:24; 25:2,18;26:6,6;31:8; 32:2,16;38:19;40:19; 43:18 love (1) 38:24 lovely (2) 25:25;26:11 low (4) 26:5;31:12;36:14, 15 Lowcountry (2) 45:25;46:10</p>	<p>managed (1) 38:7 manager (4) 3:13,20;4:2;10:3 mandatory (1) 7:23 manning (1) 8:22 Many (6) 4:18;26:2,25;38:22; 42:14;44:6 map (8) 10:17;13:23;17:12, 13,13,15,18,20 marine (5) 10:21;20:11,16,24; 37:17 maritime (1) 38:11 marked (1) 35:21 markets (1) 40:10 marsh (4) 5:9;10:15,25;24:13 material (2) 10:23;11:7 materials (1) 10:6 matter (2) 26:13;32:24 may (11) 2:1.5;4:18;13:4,5,6, 7,8;16:17;44:3,18,20 maybe (4) 16:11;28:17;29:16; 34:23 McBride (1) 3:15 McMillan (7) 13:18,19;19:6,10, 13,16,16 McWhorter (4) 4:6;22:2,9;36:11 mean (1) 15:10 measure (2) 18:9;33:1 medium (1) 38:24 meeting (13) 2:13;3:24;4:11; 6:23;7:18,23;8:25; 9:12;15:3;21:4;40:3; 47:21;48:11 meetings (4) 7:23,25;9:3;32:17 member (1) 9:11 members (1) 3:22 memorandum (1) 11:18</p>	<p>memory (1) 41:2 mentioned (2) 12:12;30:25 met (2) 3:21;32:20 Metanoia (3) 31:24;46:1,9 methods (1) 8:13 microphone (4) 9:24,25;23:4,25 middle (1) 29:3 Middleton (3) 34:21,21;37:2 might (4) 8:13;25:17;39:1; 44:17 million (1) 25:19 mind (1) 6:11 minimize (1) 18:9 minimizing (1) 11:20 minute (3) 5:24;23:6;45:11 minutes (5) 23:4,7,14;37:23; 47:5 miss (1) 37:24 misunderstanding (1) 27:23 mitigate (2) 22:15;44:22 mitigating (1) 11:20 mitigation (5) 46:18,25;47:2,3,11 Model (2) 46:1,10 moment (1) 34:24 money (1) 26:6 more (19) 5:24;15:2;25:19; 26:19;27:6;29:8; 30:10,12,12,14,16; 34:12,18;36:16;37:1, 23;45:3,8;47:18 Morgan (1) 38:8 morning (1) 42:24 mornings (1) 24:11 most (6) 14:11;16:4;26:18; 28:14;32:3;33:10</p>	<p>Mother (1) 39:17 motor (1) 35:24 Mount (1) 39:5 move (4) 15:15;35:12;36:12; 39:3 moved (2) 24:5;38:5 moving (4) 12:7;13:24;35:14; 36:9 Mrs (2) 3:4,17 much (11) 9:22;22:11;25:5; 28:24;29:18;31:14; 33:20;34:18;40:25; 41:7;47:17 must (2) 5:15,22 myself (1) 37:22</p>	<p>34:12;43:7;45:1,3; 47:6,8 negotiations (1) 46:15 neighborhood (17) 13:19;24:4;31:1,14, 22;32:1,14;33:11,14, 18;39:22;43:20,22, 25;44:1,17;45:2 neighborhoods (5) 31:6,10,11;40:4,7 neighbors (2) 24:19,24 neither (2) 6:13;35:2 NEPA (13) 5:23,25;6:3,19; 7:14,16;12:18;14:13; 15:6;16:8;17:5,9;21:3 neutral (1) 6:14 new (14) 4:23;11:7;18:24; 19:11;25:17;26:15, 16;27:1,19;31:8; 34:15;35:17;36:9; 38:7 next (14) 7:14,23;15:16,19, 21,21;16:19;21:14; 28:10;30:2;31:17; 34:3,24;38:9 nice (1) 26:7 night (1) 48:12 nine (2) 22:25,25 noise (17) 12:1,23;13:1,6; 15:11;16:2;21:16; 24:21;27:4;30:12; 39:20,25;40:1,20; 42:17,19;44:11 Noisette (14) 18:11,15;24:9,12; 25:14,16,22,24,25; 26:8;27:10,22;38:21, 23 non-containerized (1) 35:14 nonetheless (1) 22:7 non-profit (1) 31:23 nor (2) 6:14;35:2 Norfolk (6) 18:4,17;35:2;36:17, 20;40:12 normal (1) 14:22 north (18)</p>
M			N	
<p>mail (3) 8:7;48:4,6 mailing (4) 8:5,10,25;14:22 main (4) 6:22;17:23;28:15; 32:8 maintained (1) 38:6 making (3) 6:16;32:24;35:11 man (1) 13:15</p>			<p>name (5) 2:13;10:2;31:18; 37:16;45:9 Nat (8) 3:12;4:2,5,6;5:23; 9:19;10:2;22:10 National (3) 5:22;12:12;14:15 natural (2) 24:9,16 Nature (1) 39:17 Navy (24) 4:22,25;10:16;13:5, 23;17:24;19:14,18, 24;20:15,18;24:3,7, 14;30:11,18;32:1; 35:17;36:9;38:13,15, 20;43:12,14 NCTC (1) 18:19 near (2) 43:23,23 necessary (2) 6:9,21 need (15) 5:12;9:15,17,23; 13:22;15:7,11,15; 16:13,18;17:14; 21:12,12,20;38:11 needed (1) 7:25 needs (1) 36:1 negative (6)</p>	

11:2;13:5;19:14; 23:19;19:24;2,5,25; 28:14;22;35:6,19; 39:5,6,11;40:3,15,17 note (1) 22:5 notice (5) 14:16;20,21;38:25; 39:23 noticed (2) 39:15;40:9 November (2) 2:6;15:17 nullification (1) 40:21 Number (3) 30:10;35:9;36:6	46:13,17,23 one's (1) 40:16 only (5) 6:13;14:21;17:15; 29:21;43:20 onto (1) 19:24 open (2) 14:13;31:5 opening (1) 4:1 operate (2) 17:25;19:8 operated (1) 38:7 operating (2) 20:17;35:5 operation (1) 5:2 opinions (1) 8:24 opportunities (4) 7:19;33:9,12,13 opportunity (9) 7:4,8;8:3,12;9:13; 14:6;22:3,12;23:18 opposite (1) 38:5 options (1) 18:13 order (8) 2:2,5;5:7;12:18; 16:18;17:25;18:6; 19:7,25 organic (1) 44:16 organization (1) 31:23 original (1) 37:19 orphanage (1) 26:4 Orvid (1) 44:5 others (1) 38:22 otherwise (2) 2:3;26:9 Ott (1) 28:12 out (41) 2:12;8:20;11:24; 12:6,7,15;13:19;14:1, 16,20;16:10,23; 17:16;19:4,20;20:19, 25;21:1;23:6;24:7,12; 25:25;26:8;27:3;29:8, 23;33:8;34:24;37:7,8, 11,13;38:14,18; 39:24;40:25;41:4,13; 42:14;45:10;47:19 outcome (1)	5:19 out-of-gage (1) 35:23 over (17) 3:4,8;4:2;7:11,14; 18:12,15,18,19;19:12, 17,24;21:14;38:1; 39:17;42:18;45:10 overlooking (2) 25:20;26:23 overpass (3) 19:12,22,23 oversees (2) 3:6,11 overview (2) 9:20;21:3 own (3) 25:8;28:22;35:5 owned (1) 29:4 owner (2) 14:24;30:4 owners (1) 14:23 ownership (1) 28:12	peak (1) 39:13 peers (1) 32:14 people (12) 14:23;15:4;25:18; 26:2,6;27:18;29:10; 30:15;31:3;32:3,19; 33:10 per (2) 36:8,22 perfectly (1) 4:17 period (1) 39:12 permit (7) 3:11;5:13,18;7:17; 11:12;14:6;17:7 permitting (2) 3:7;6:13 person (3) 2:1,4;23:15 personnel (1) 8:21 perspective (6) 6:23;9:15;13:12; 15:12;16:22;21:6 phase (2) 15:16,19 phones (1) 2:20 pictures (1) 25:24 piece (2) 11:21;20:8 place (8) 25:15,20;26:5,7; 27:20;29:19;47:7,8 placement (2) 10:6,22 plan (7) 4:23;12:16;46:18, 25;47:2,3,11 planning (1) 40:16 playground (3) 44:11,17,18 Pleasant (1) 39:5 please (7) 2:20;8:14,20;9:10; 23:3;41:2;45:20 Pledge (2) 2:23,25 pm (2) 2:7;48:14 point (8) 7:3;9:18;13:25; 15:23;32:2;34:1; 40:14,15 Pointe (1) 23:19 points (2)	30:9;36:13 Policy (3) 5:23;12:12;14:15 pollution (4) 24:21;27:4,4;30:13 port (2) 20:17,19 portion (6) 2:2;3:24;6:12; 19:10;44:4;47:20 Ports (6) 10:20;35:16,25; 36:1;41:23;46:17 position (2) 4:9;27:24 possibility (1) 31:4 possible (1) 29:12 possibly (1) 33:8 post (3) 25:8,20;26:21 Postal (1) 8:7 potential (5) 6:1;12:4;14:19; 24:21;35:12 potentially (4) 11:4,7;12:7;24:20 poverty (1) 43:19 prepared (1) 20:15 preparing (2) 6:4;14:18 present (2) 9:8;36:7 presenting (1) 35:9 pretty (2) 19:23;39:25 primarily (1) 10:15 privilege (1) 31:22 proactive (1) 33:11 probably (5) 15:5;17:21;29:11; 32:2;43:18 problem (2) 26:10;44:19 problems (2) 41:15,21 proceed (1) 7:15 proceedings (2) 2:5;48:13 process (26) 5:19,24;6:1,20;7:2, 14,19,21;8:16;9:20; 11:21,23;12:5,18;
O		P		
obtain (1) 6:23 obtained (1) 30:6 occur (1) 36:4 occurred (1) 27:14 ocean (1) 39:16 October (1) 14:16 off (6) 23:7,19;28:14;32:6; 39:9;40:17 offered (1) 25:24 Office (5) 3:15;5:13;25:8,20; 26:21 offices (1) 39:4 officially (2) 47:20;48:11 oftentimes (1) 32:20 O'Hare (2) 30:25;31:2 old (7) 13:24;17:24;25:8, 19;26:21;31:4;38:13 once (4) 16:16,23;29:21; 43:16 one (32) 7:18;11:2,17;14:25; 18:9;19:8;20:2,20; 23:6;24:7;26:13; 27:17;28:21,22; 30:10;32:7;34:25; 35:9;37:1,13,22,22; 38:11;40:14,15; 42:21;45:3,8,10;	opinion (1) 8:24 opportunities (4) 7:19;33:9,12,13 opportunity (9) 7:4,8;8:3,12;9:13; 14:6;22:3,12;23:18 opposite (1) 38:5 options (1) 18:13 order (8) 2:2,5;5:7;12:18; 16:18;17:25;18:6; 19:7,25 organic (1) 44:16 organization (1) 31:23 original (1) 37:19 orphanage (1) 26:4 Orvid (1) 44:5 others (1) 38:22 otherwise (2) 2:3;26:9 Ott (1) 28:12 out (41) 2:12;8:20;11:24; 12:6,7,15;13:19;14:1, 16,20;16:10,23; 17:16;19:4,20;20:19, 25;21:1;23:6;24:7,12; 25:25;26:8;27:3;29:8, 23;33:8;34:24;37:7,8, 11,13;38:14,18; 39:24;40:25;41:4,13; 42:14;45:10;47:19 outcome (1)	page (1) 14:25 paid (1) 6:6 Palmetto (10) 4:7,20;5:8;6:6; 10:11;12:14;14:5; 18:8;22:4;36:12 pamphlet (3) 14:11,13;17:13 parallel (1) 11:6 Park (5) 13:8;18:22;24:4; 38:6,21 Parker (1) 37:17 part (14) 11:21,23;13:2,16; 17:25;18:2;19:2,21; 24:15;28:12;29:2; 41:22;46:19;48:9 participate (2) 7:21;9:13 participation (3) 8:16;22:17,20 party (2) 2:1,3,5 path (1) 43:3 pay (1) 36:19 paying (1) 2:1.5	peak (1) 39:13 peers (1) 32:14 people (12) 14:23;15:4;25:18; 26:2,6;27:18;29:10; 30:15;31:3;32:3,19; 33:10 per (2) 36:8,22 perfectly (1) 4:17 period (1) 39:12 permit (7) 3:11;5:13,18;7:17; 11:12;14:6;17:7 permitting (2) 3:7;6:13 person (3) 2:1,4;23:15 personnel (1) 8:21 perspective (6) 6:23;9:15;13:12; 15:12;16:22;21:6 phase (2) 15:16,19 phones (1) 2:20 pictures (1) 25:24 piece (2) 11:21;20:8 place (8) 25:15,20;26:5,7; 27:20;29:19;47:7,8 placement (2) 10:6,22 plan (7) 4:23;12:16;46:18, 25;47:2,3,11 planning (1) 40:16 playground (3) 44:11,17,18 Pleasant (1) 39:5 please (7) 2:20;8:14,20;9:10; 23:3;41:2;45:20 Pledge (2) 2:23,25 pm (2) 2:7;48:14 point (8) 7:3;9:18;13:25; 15:23;32:2;34:1; 40:14,15 Pointe (1) 23:19 points (2)	30:9;36:13 Policy (3) 5:23;12:12;14:15 pollution (4) 24:21;27:4,4;30:13 port (2) 20:17,19 portion (6) 2:2;3:24;6:12; 19:10;44:4;47:20 Ports (6) 10:20;35:16,25; 36:1;41:23;46:17 position (2) 4:9;27:24 possibility (1) 31:4 possible (1) 29:12 possibly (1) 33:8 post (3) 25:8,20;26:21 Postal (1) 8:7 potential (5) 6:1;12:4;14:19; 24:21;35:12 potentially (4) 11:4,7;12:7;24:20 poverty (1) 43:19 prepared (1) 20:15 preparing (2) 6:4;14:18 present (2) 9:8;36:7 presenting (1) 35:9 pretty (2) 19:23;39:25 primarily (1) 10:15 privilege (1) 31:22 proactive (1) 33:11 probably (5) 15:5;17:21;29:11; 32:2;43:18 problem (2) 26:10;44:19 problems (2) 41:15,21 proceed (1) 7:15 proceedings (2) 2:5;48:13 process (26) 5:19,24;6:1,20;7:2, 14,19,21;8:16;9:20; 11:21,23;12:5,18;

14:14,15;15:6;16:8; 17:5,9;33:17,19; 46:18,21;47:16;48:9	Put (9) 2:21;14:16;16:23; 26:6;27:3;30:8;31:7; 44:7;46:11	really (16) 11:16,24;14:12; 16:4;18:1,3;21:4; 22:11;24:3,6;25:8; 26:7;32:10;38:13; 40:18;41:17	22:6;25:7;45:25	ro-ro (2) 35:21;36:3
product (1) 38:21	puts (1) 28:24	reason (7) 10:10;11:13;12:13; 13:9,10;32:9;45:12	represents (2) 4:8;22:4	round (1) 37:5
programming (1) 32:20	putting (1) 13:17	reasonably (1) 22:16	reproduce (1) 2:2	row (1) 37:14
programs (1) 31:24	Q	receive (2) 9:9;35:3	requested (1) 12:14	rule (1) 2:2.5
project (50) 3:12,20;4:2,4,9,19; 5:15,17;6:1,10,12,14, 16,24;7:7;8:2,4,5,9;1; 10:3,17;11:15,22; 13:16;14:20;15:19; 17:16,17,23;18:2,10; 19:2,7,8,21;20:8; 21:4;22:3,5,11,14; 24:3,20;25:1;28:14; 29:2;34:7;44:2;48:1,2	quality (4) 32:25,25;44:14,19	received (3) 8:19;14:25,25	required (1) 7:16	rules (1) 4:11
projects (3) 3:10,13;44:6	quick (1) 21:3	record (8) 2:6;17:3,4;23:11; 33:23;37:9;47:22; 48:7	requirements (1) 5:21	run (2) 15:19;28:20
promised (1) 37:22	quickly (1) 40:6	Recreation (1) 32:16	Research (2) 46:5,9	running (2) 3:15;11:5
property (10) 14:23,24;18:12; 27:9;29:4,13;30:4; 38:21;45:4;47:8	quite (1) 25:24	regarding (1) 48:3	residency (1) 30:6	runs (2) 10:19;31:24
proposal (9) 10:11;12:13,25; 15:1,6;20:22;21:11; 29:14;42:21	quote (1) 36:14	regards (1) 47:11	residents (1) 44:12	S
proposed (20) 4:4,25;5:15,17;6:1, 9,12,16,24;7:7;8:4; 9:1;20:13;21:4;28:15; 35:4,21;36:10;44:2; 48:2	R	Regional (1) 4:23	responses (1) 16:25	Saint (4) 13:15,17;19:19; 31:2
proposing (4) 6:11;10:12,25; 18:24	rack (2) 36:8,22	register (1) 14:17	responsible (1) 6:7	salt (1) 10:15
provide (9) 2:3;4:10;7:9;8:1; 9:20;19:13;28:3,4; 48:3	Rahim (2) 34:3;45:18	registration (2) 8:19,21	restrictions (1) 27:10	same (3) 24:18;31:25;32:5
providing (2) 19:2;21:13	rail (40) 4:23;5:3,4;10:18, 24;11:2,5;12:3,5,5; 13:7;15:10;17:24,25; 18:2,11,19;19:1,4,7,7, 11,12,17;20:11,20,22, 24;21:7;24:15;27:2; 28:15;29:5;31:20; 32:11;34:11,15;35:4; 39:10;44:2	regulation (1) 12:11	result (2) 30:16;43:16	Saturday (1) 24:11
public (15) 2:12;4:21;7:20,22, 23;9:3,13;11:23; 12:15,17;14:20; 15:23;16:24;21:8; 33:17	railroad (4) 27:22;28:3;30:10, 18	regulations (7) 6:3;10:5;11:11,14; 12:9;14:8;21:3	returned (1) 8:21	savings (1) 36:7
pull (1) 38:14	rails (1) 43:5	Regulatory (3) 3:5;10:3,4	review (4) 8:3;11:24;21:8; 46:24	saw (1) 38:22
purchased (3) 2:1.5;4:21;38:21	railway (4) 5:5;26:17,17;43:8	reiterated (1) 45:16	revised (1) 16:18	schedule (1) 40:11
purpose (2) 6:22;14:21	Railways (11) 4:7,20,21;5:8;6:7; 10:12;12:14;14:5; 18:8;22:4;36:12	relate (1) 10:5	Rhett (2) 39:6,11	School (1) 2:17
pursuant (1) 2:2.5	raise (2) 9:10;41:3	relates (3) 13:7;14:13;17:7	right (14) 2:22;18:18;22:19; 23:19;27:21;29:3; 32:1;38:8;39:19;40:4; 41:16;42:9;44:4;45:2	schools (1) 43:21
pursued (1) 33:12	Rashed (1) 30:2	released (1) 4:22	right-a-way (1) 11:6	scoping (5) 2:13;7:13,18;15:8; 48:9
	rather (1) 34:11	relief (1) 42:20	right-of-way (3) 18:7,15;29:4	Sea (2) 46:2,4
	reach (1) 12:15	remarks (1) 4:1	Rivers (3) 5:11,20;10:9	Sean (1) 3:14
	ready (1) 14:5	remediating (1) 44:8	road (18) 10:19,23;19:22,24; 20:3,10,10,17,19; 28:18;29:20;30:11, 18;36:13;41:16;42:8, 10;43:6	search (1) 25:9
	realize (1) 17:19	Remember (1) 9:12	roads (3) 13:24;14:1;31:13	Second (3) 8:1;11:23;12:11
	realized (1) 36:7	renegotiated (1) 47:2	roadway (1) 5:6	Secondly (1) 39:23
		renters (2) 44:1,13	roadways (1) 19:9	section (4) 3:6;10:8,8;47:1
		reporter (8) 2:2,7;11;23:13; 45:19,23;46:3,7; 47:23	rolling (1) 35:23	seeing (1) 47:18
		represent (3)	room (1) 32:19	seems (1) 33:7

Service (1) 8:7	3:19	10:7	7:15;11:17	13:15;14:14;15:22;
services (2) 13:21;38:4	snaked (1) 18:11	specifics (2) 4:4;5:24	Sterrett (1) 32:15	45:17
servicing (1) 29:9	soil (1) 44:8	spend (1) 24:11	still (2) 9:17;24:24	task (1) 26:1
serving (1) 31:22	sold (1) 25:18	spent (1) 25:19	stock (1) 35:23	tasked (1) 6:15
session (3) 7:1,13,13	somebody (1) 33:16	spoke (1) 45:18	stopped (1) 41:12	team (2) 3:3,22
seven (2) 20:21;26:23	somehow (1) 27:12	spoken (2) 3:22;17:11	stopping (2) 28:17;29:19	tech (2) 38:19;43:13
several (3) 7:18;31:3,13	someone (7) 11:12;25:9;27:13, 16:28;1;37:14;41:3	Spruill (4) 11:5;28:16;29:18; 41:9	stored (1) 41:25	technique (1) 36:15
shall (1) 2:3	sometime (1) 16:21	spur (2) 11:1;29:3	stores (1) 43:23	telling (1) 15:6
share (4) 23:20;24:2,18; 28:21	someway (1) 27:12	square (1) 28:19	story (1) 40:16	tells (1) 23:5
shared (1) 33:15	somewhat (1) 34:8	St (1) 41:6	straight (1) 20:11	ten (1) 20:21
shippers (1) 36:17	somewhere (1) 3:16	stability (1) 40:10	Street (5) 18:16;28:21,22; 31:21;35:18	terminal (23) 10:20,21;20:12,17, 24:35;5,13,18,18,19, 20,20,21;36:3,4,10, 10:37;20;38:8;40:2, 22:42;10,13
Shipyard (1) 10:16	soon (1) 28:23	stable (3) 43:17;44:1,12	streets (4) 12:4;21:1;31:12; 44:5	terminals (2) 35:6;36:20
short (1) 5:1	sorry (3) 44:24;45:19;46:3	staff (1) 9:11	studied (1) 33:24	terms (3) 10:17;32:8;33:12
show (1) 37:12	sort (3) 17:8;21:2;33:20	stage (2) 46:20,24	studies (5) 15:18,25;16:18; 21:13;37:19	Thanks (1) 33:21
shows (1) 17:16	sound (5) 39:17;40:3,6,7,22	Stair (2) 25:5,7	study (1) 6:25	Therefore (1) 5:12
side (8) 14:8,8;18:22;28:21, 22,23;39:1;40:3	South (6) 4:20;10:21;13:4; 20:18;40:13,17	stand (1) 2:23	subject (2) 5:10;27:9	thereof (1) 2:2.5
sides (1) 38:10	Southern (9) 18:4,17;34:6,9,10, 11;35:2;36:17;40:12	standards (1) 26:12	submit (2) 8:5;14:6	thinking (2) 28:16;48:5
sign (2) 8:4;23:5	Southern's (1) 36:20	Stanfield (3) 31:17,19;45:17	submitted (2) 45:15;46:12	third-party (2) 3:18;6:5
Significantly (1) 35:25	southward (1) 39:4	start (3) 2:15;12:6;22:24	Success (1) 31:21	though (2) 40:15;44:18
silence (1) 2:20	SPA (1) 36:9	started (1) 38:19	suggest (1) 8:12	three (4) 29:12;30:12;45:25; 46:11
silent (1) 2:21	SPA's (6) 35:17,18,19,19,20; 36:19	starting (3) 28:17;29:19;46:21	supposedly (1) 41:17	throughout (1) 6:19
simply (3) 7:2;28:5;32:19	speak (7) 9:5,10;16:9;23:18, 24:24;23;45:20	state (2) 43:18;46:17	sure (7) 21:13;24:1;25:10; 32:24;47:6,10,25	thumping (1) 39:19
single (1) 42:25	SPEAKER (22) 9:24;17:14;23:17, 23;24:1;25:6;28:11; 30:3,24;31:18;34:4; 35:1;37:16;41:7;42:5, 7;43:11;45:9,22,24; 46:4,8	Statement (8) 6:2;9:14;14:5; 15:25;16:6,20;46:16; 47:12	surprised (2) 38:15;40:1	Thursday (1) 2:6
Sino (1) 28:13	speaking (1) 9:22	States (1) 6:18	surrounding (1) 25:1	thus (2) 25:9;27:20
sit (1) 40:25	special (2) 3:10,13	status (2) 9:2;48:3	systems (2) 24:9,17	tidal (3) 10:15,25;24:13
sits (1) 42:9	specific (7) 7:5;15:14,18;17:2; 21:10,19;34:1	steamship (1) 36:18	T	tie (1) 19:13
sitting (2) 15:16;24:12	Specifically (1)	Stender (2) 34:25;35:1	talk (4) 3:14;13:2;14:12; 42:16	timing (1) 16:3
six (1) 26:23		step (3) 7:14;16:19;17:5	talked (2) 27:6;31:3	Tina (2) 3:4,9
sleep (1) 39:19		stepped (1) 34:24	talking (8) 3:11;10:7,18,22;	title (1) 5:9
small (1) 10:24		steps (2)		today (18) 10:11;11:13;12:13,
Smith (1)				

15,17,20,23;13:3,10, 13,13;14:3;15:16; 16:4,7;19:22;20:21; 30:4 together (2) 20:6;46:11 told (2) 15:1,2 tonight (28) 2:12,18;3:3,12,23; 6:19;8:8,18;9:10; 15:3,7,8,15;21:4,21, 22;23:10,18;24:2; 29:16;32:3;34:2;37:9; 47:22,23,25;48:5,10 tonight's (2) 4:11;7:18 tools (1) 5:25 top (2) 18:21,22 Topic (2) 35:9;36:6 topics (1) 35:9 towards (3) 10:16;11:2;13:4 track (4) 29:24;32:7,9,12 tracks (2) 29:12;39:24 traffic (17) 12:4;16:2;20:25; 27:2;28:17,18;29:1, 20;39:3,6,9,21;40:8, 18,20;41:8,12 train (16) 13:9,20;18:17,23, 25;20:4;28:17;29:24; 39:3,6,11,13,24; 40:11;41:12;43:3 trains (16) 12:7;19:3;29:16,17, 19;31:8;33:4;40:13; 41:20;42:12,14,15,17, 21,22,23 transcript (1) 2:1.5 Transfer (3) 5:1;10:13;20:23 transferred (1) 5:4 transportation (2) 21:18;38:12 transported (1) 41:25 travels (1) 39:17 traversing (1) 41:15 Travis (1) 3:8 treated (1)	27:20 tried (1) 27:24 trucks (4) 5:4;20:18;30:10; 35:22 trust (1) 35:25 trying (1) 18:3 turbine (1) 35:24 turn (5) 4:2;9:9;18:18,24,25 turned (2) 26:8;38:18 turns (2) 25:25;39:23 twenty (1) 26:24 twenty-five (1) 26:24 two (10) 11:4,16;17:4;30:12; 35:8;36:6,13;37:22, 25;38:25 two-lane (1) 41:10 type (3) 15:22;34:16;42:20 types (3) 13:22;14:2,3 U ultimately (3) 7:16;17:3;33:6 unbearable (2) 42:19,24 under (2) 5:11;45:2 underneath (1) 20:4 Unfortunately (3) 26:2,18;46:20 Union (3) 30:6;34:7;41:10 United (1) 6:18 unless (1) 4:17 unquote (1) 36:14 up (43) 2:23;3:14;4:7,10, 17;8:4,22;9:19;10:25; 13:7;14:13;17:19; 18:15,16,20,21,23; 19:12,17;20:5;21:24; 22:3,8;23:3,16,24; 26:1;28:10;32:10; 37:3;39:12;41:3,11, 16;42:20;45:4,11,12,	20;46:14,23;47:5,19 update (1) 9:1 updates (1) 48:2 upon (1) 29:21 use (9) 2:3,17;8:6;9:24,25; 17:21;18:8,14;32:16 used (4) 8:23;9:4;19:15; 39:18 uses (1) 32:17 using (1) 5:25 utilize (2) 42:13;43:5 utilizing (1) 42:12 V value (3) 20:12;22:18;45:4 various (3) 3:23;32:22;42:16 vested (1) 26:4 Veterans (2) 35:20;36:3 via (2) 35:12;48:4 Viaduct (3) 19:22,24;20:3 vibrate (1) 2:21 vibration (4) 27:5;32:25;42:17, 18 views (1) 22:6 Virginia (2) 18:20,20 vision (1) 38:23 visit (1) 8:1 void (1) 38:17 volume (2) 36:5;40:18 volumes (1) 35:12 W wallet-sized (1) 8:9 walls (1) 11:8 Wando (1)	35:20 warehouses (1) 28:19 watching (1) 24:13 Water (7) 5:12,21;10:8;32:25; 39:18,24;45:2 waters (9) 5:9;6:18;10:6,14; 11:12,16,20,25;17:7 way (4) 14:1;22:24;26:15; 41:11 ways (1) 8:11 weak (1) 46:25 Webb (1) 3:19 website (5) 8:2,3,9;15:1;48:1 weighed (1) 5:16 weight (1) 32:19 welcome (4) 2:11;8:6;29:25; 42:2 wetland (1) 14:7 wetlands (1) 10:15 what's (6) 12:23,23;13:19; 28:5;41:25,25 Whereupon (3) 2:5,25;48:13 whole (1) 41:18 wholesale (2) 29:2,9 whose (1) 41:23 wildlife (4) 24:8,13,17;44:9 William (1) 37:16 wind (1) 35:23 winter (1) 15:21 within (5) 10:4,23;43:23;44:2; 45:1 without (7) 2:1.5;9:22;22:19; 28:24;29:23;40:4,5 wonderful (1) 24:6 wondering (2) 4:18;29:18 words (2)	4:8;22:8 work (6) 8:13;17:21;21:10; 31:25;39:2;44:15 workers (1) 43:18 working (2) 3:18;43:25 works (1) 3:9 World (4) 25:21;27:16;40:9; 41:14 wrap (1) 21:23 wraps (1) 18:21 write (1) 48:5 written (2) 8:5;23:9 wrong (2) 17:18,18 wwwnavybaseictfcom (1) 8:2 Y yachts (1) 35:24 y'all (3) 9:22;16:13;21:5 yard (21) 5:3;10:24;13:7; 17:24,25;19:1;20:22, 24;24:3,7,15;30:11, 18;34:11,13,14; 36:13;42:8,10,14; 43:6 yards (4) 20:20;31:20;35:7; 36:21 year (5) 7:15;15:20;16:5,6; 21:14 years (6) 18:12;20:21;24:5; 37:18;42:18;44:9 you-all (2) 27:16;33:20 young (2) 45:13;47:5 younger (1) 32:14 Z zones (1) 31:7 1 1:00 (1)
---	---	---	---	--

42:23				
10 (1)	6			
10:8				
100 (1)	6 (1)			
31:20	10:14			
100,000 (1)	6.1 (1)			
28:19	5:9			
12 (1)	60 (1)			
37:18	42:22			
14 (1)				
2:6	7			
14th (1)				
48:8	7:04 (1)			
1970s (1)	2:7			
35:7				
1974 (1)	8			
30:7				
2	8:12 (1)			
	48:14			
2:00 (1)	9			
42:24				
2003 (2)	90-acre (1)			
20:13,14	5:2			
2006 (1)				
20:15				
2010 (2)				
4:20;18:10				
2013 (2)				
2:6;15:17				
2014 (1)				
16:5				
2015 (2)				
16:21,22				
20-foot (1)				
36:8				
23 (1)				
14:16				
240 (1)				
4:21				
4				
404 (1)				
10:8				
404-1 (1)				
11:17				
40-foot (1)				
36:8				
4106 (1)				
30:25				
42 (1)				
5:5				
5				
50 (4)				
32:11;42:18;43:23;				
44:2				
526 (6)				
18:21;39:6,7,9,11,				
21				

Appendix G

Original Comment Documents

Flip Chart Notes (transcribed exactly as written)

- Wetland Impacts
- Green Cove Community: noise, vibration, and traffic
- Access out of Neighborhood O'Hear and St. Johns
- Youth in Community:
 - Where will they distress
 - No outlet leads to increased crime and drug and gang activity
- Business on Aragon-Dead end-Access in and out
- Quality of life for people living on a rail line; structural impact from trains; (on my house); Decline in my property value; Financial Compensation? Buy Out?
- Traffic delays at rail crossing
 - I don't think that they should do that Because then the kids will get distracted like me. I Don't what to get Distracted. Then when I sleep I can't go to sleep with that noise
- Greenspace/Wildlife Habitat/Positive Community Space
 - We have spent the last two years remediating soil and recreating a natural habitat for wildlife in the community garden which is approx. 50 feet from the proposed railway. How will your work impact the healthy food and this healthy, quiet space for neighborhood residents? We also collect rain water and will soon have a playground. How will air quality be affected? (@Carolina Ave @ Spruill Ave)
- How many new residents will there be as part of the Mixon development and how will that affect traffic?
- Thought to noise, light, and aesthetics to the adjacent neighbors should be given, especially where the intermodal center backs to Chicora/Cherokee.



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 4
ATLANTA FEDERAL CENTER
61 FORSYTH STREET
ATLANTA, GEORGIA 30303-8960

December 30, 2013

Nathaniel Ball
Department of the Army
Charleston District, Corps of Engineers
69-A Hagood Avenue
Charleston, South Carolina 29403

SUBJECT: EPA Scoping Comments on the Draft Environmental Impact Statement (EIS) for the Proposed Navy Base Intermodal Container Transfer Facility (ICTF), North Charleston, South Carolina

Dear Mr. Ball:

Consistent with Section 102(2)(c) of the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, the U.S. Environmental Protection Agency (EPA) Region 4 appreciates the opportunity to provide scoping comments on the proposed EIS for the referenced project. It is our understanding that the U.S. Army Corps of Engineers (Corps), Charleston District, intends to prepare an EIS to address the potential impacts associated with permitting of the proposed construction and operation of the ICTF located on the former Charleston Naval Complex (CNC) in North Charleston, South Carolina. Evaluation of the proposed project through an EIS will proceed in compliance with the National Environmental Policy Act (NEPA). Upon completion of the EIS process, the Corps will evaluate a permit application for the proposed work under the authority of Section 404 of the Clean Water Act.

We understand that the applicant for the permit is the South Carolina Department of Commerce Division of the Public Railways or Palmetto Railways. The stated purpose of the project is to provide equal access to both Class I railroads serving Charleston, South Carolina-CSX Transportation (CSX) and Norfolk Southern Railway (NS). The project site consists of approximately ninety (90) acres for the intermodal facility site and an additional forty-two (42) acres for off-site road and rail improvements. The intermodal facility site features would include, but are not limited to, storage and processing railroad tracks, wide-span gantry cranes, container stacking areas, administrative buildings, and vehicle driving lanes. The off-site infrastructure improvements would include the north and south rail leads, a private drayage road connecting to the South Carolina State Ports Authority (SPA) container facility currently under construction at the CNC, an overpass connecting Cosgrove Avenue to McMillan Avenue, and improvements to the existing Viaduct Road overpass and Bainbridge Avenue. The construction of the proposed

project will result in the placement of fill material in waters of the U.S. and/or tidal marsh on the intermodal facility site and the offsite improvements.

Based on our initial review of the Section 404 project permit application, material provided by the Corps and site visit with the Corps on December 11, 2013, our main concerns relate to air, environmental justice (EJ) and cumulative impacts. These concerns are in context of current available information as provided and are preliminary in nature. EPA understands additional analysis and study will yield more information during the NEPA process.

Air:

1. Air Toxics: EPA recommends that the Corps recognize that air toxics impacts are local in nature, unlike most criteria pollutants. Toxics sources and the locations of populations exposed should be identified in order to evaluate the potential impacts of toxics emissions. Comparisons between total emissions from regional activities and total emissions county-wide or state-wide are not meaningful because such comparisons do not address the local nature and impact of toxics and they compare the relatively small facility and distribution source area with the regional source area, which can be hundreds of square miles.

2. Impacts of Alternatives: The Corps should compare the impacts of each of the alternatives (including the no action alternative) at given points in the life of the project. NEPA requires comparison of no build and build scenarios.

3. Emissions Inventory: Major air toxics and national ambient air quality standards (NAAQS) pollutant NEPA evaluations should include a detailed inventory of emissions and their locations so that an emission density map can be prepared. This inventory should be prepared to compare the potential impacts of the “no action” and each of the “action” alternatives. We recommend you work directly with EPA Region 4 to collaboratively determine the best screening tool.

4. Mitigation Measures: The NEPA analysis should consider the potential for mitigation measures to reduce the emissions from the various sources. These mitigation measures should be identified and include a commitment that the appropriate measure(s) will be incorporated into the project if the emission reductions they accrue are the basis for selecting an alternative.

5. Identification of Sensitive Receptors: Certain community populations are more vulnerable to air toxics and air pollutants such as schools, child care facilities, nursing homes, hospitals, etc. As a part of the air analysis, EPA recommends that the Corps identify sensitive receptors within the community.

6. Collaborative Efforts: Through work being done in previous and continuing projects such as the Corps/South Carolina Ports Authority (SCPA) Charleston Harbor

Post 45, EPA recommends the Corps build upon these analyses to yield a meaningful comprehensive air analysis.

Environmental Justice:

1. Identification of EJ communities: EPA recommends that the Corps identify EJ communities likely to be impacted by the proposed project. It would be helpful if these communities are located on a project map illustrating the proximity to the proposed project.

2. EJ Community Outreach: EPA recommends that the Corps proactively outreach to the EJ communities close to the proposed project. It is our understanding that the Corps has built relationships with various EJ communities within the North Charleston area as a result of other recent permit actions. EPA recommends that the Corps build upon these relationships and meaningfully engage EJ communities early within the NEPA process to better understand any possible concerns.

Cumulative Impacts: In recent and future years, there have been many industrial activities in the vicinity of Charleston Harbor (South Carolina Port Authority (SCPA) Container Terminal south end of CNC, South Carolina Department of Transportation (I-26 Port Access Interchange project, proposed Corps/SCPA Charleston Harbor Post 45 project, etc). Of particular interest are the cumulative impacts of air emissions, wetlands and habitat, and impacts to environmental justice communities. EPA recommends that the Corps conduct a thorough cumulative impacts analysis to adequately disclose impacts to communities and the environment. EPA also recommends that the Corps build off information disclosed in previous NEPA documents.

EPA appreciates the opportunity to submit scoping comments and looks forward to future engagement with the Corps throughout the NEPA process. Should you have questions, feel free to coordinate with Jamie Higgins of my staff at 404-562-9681, Higgins.jamie@epa.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Mueller", with a long horizontal flourish extending to the right.

Heinz J. Mueller, Chief
NEPA Program Office
Office of Environmental Accountability



Catherine B. Templeton, Director

Promoting and protecting the health of the public and the environment

December 13, 2013

Nathaniel I. Ball
U.S. Army Corps of Engineers
69-A Hagood Avenue
Charleston, South Carolina 29403

Re: NOI to Prepare a Draft Environmental Impact Statement (DEIS) - proposed Intermodal Container Transfer Facility (ICTF) - former Charleston Naval Complex, North Charleston, South Carolina; P/N SAC 2012-00960

Dear Mr. Ball:

This is in response to the above referenced notice dated October 25, 2013 and the following comments consist of DHEC's Division of OCRM staff's comments on the proposed project. Staff has reviewed the scoping document for the Proposed Navy Base Intermodal Container Transfer Facility (ICTF) located on the former Charleston Naval Complex in North Charleston and we ask this letter be included into the Draft Environmental Impact Statement (DEIS).

Project Summary:

As stated in the scoping public notice, the proposed project will consist of the construction and operation of the 90-acre ICTF where containerized freight will be transferred between trucks and rail cars. This portion of the project will include storage and processing railroad tracks, wide span gantry cranes, container stacking areas, administrative and maintenance buildings, automated gate systems, and vehicle driving lanes. This portion of the project will require the demolition of approximately ten (10) buildings and four (4) fuel storage tanks and existing roads (pavement).

In addition, approximately 42-acres of road and rail improvements will be required to operate the proposed ICTF which includes proposed improvements to an existing rail right-of-way that is located adjacent to Spruill Avenue and an existing rail trestle that crosses Noisette Creek. Near the intersection of Spruill Avenue and McMillan Avenue, two new rail lines will provide access to the proposed ICTF. In order to avoid and minimize potential impacts associated with a new at-grade rail crossing, a cul-de-sac will be constructed at the southern end of St. Johns Avenue and the portion of McMillan Avenue between Spruill Avenue and Noisette Boulevard will be closed. The portion of Cosgrove Avenue that is located east of Spruill Avenue will be realigned and a flyover will be constructed over the new rail lines to provide future roadway access between Spruill Avenue and North Hobson Avenue. Additional proposed improvements will occur to the existing Viaduct Road flyover and the relocation of a portion of Bainbridge Avenue. The relocation of Bainbridge Avenue will provide more efficient access to

and from Spruill Avenue and from Interstate 26 once the new Port Access Road is constructed. Finally, a limited access, private drayage road would allow the direct transfer of containers to and from the proposed ICTF and the new Navy Base Marine Container Terminal. If constructed, this roadway would reduce the total number of trucks entering and exiting the new port facility using the Port Access Road. In addition to the buildings, storage tanks, and road pavement, it should be anticipated that secondary sources of infrastructure will be removed. To that end it would be helpful if the DEIS illustrates impacts proposed to any existing infrastructure within the project site.

Permitting and certification process comments:

Permitting:

Given the proposed project will partly take place in tidally influenced wetlands, the applicant will be required to apply for a State Critical Area Permit and associated coastal zone consistency administered by this Agency. The portions of the project proposed to impact tidally influenced wetlands consist of the railway bridge expansion at Noisette Creek adjacent to Spruill Avenue shown on Exhibit 2; the drayage road and railway line construction and possibly the realignment of Bainbridge Drive on Exhibit 5; and the drayage road bridges shown on Exhibit 6 including the flyover connectors to the Port Access Road (previously permitted). A Critical Area line must be obtained from DHEC prior to permit application submittal to determine the exact acreage of impact. The delineation could present opportunities to avoid and minimize wetland impacts resulting in fewer impacts and thus a lesser amount of mitigation acreage required to offset those impacts. The delineation may also be helpful in identifying on-site areas that could be restored as part of a mitigation package. The delineation should be requested sooner rather than later for incorporation into the final DEIS.

Coastal Zone Consistency:

A Coastal Zone Consistency certification will be required for other applicable State permits required for the project. The permits required will include, but may not be limited to, the NPDES Land Disturbance permit for the treatment of Stormwater associated with all impacts to uplands; the Bureau of Air Quality - Division of Air Compliance Management for all air related activities; and the Bureau of Land and Waste Management for all demolition of buildings, roads, railway lines, tanks, and other potential waste management hazards that might be present at the site. As part of the review for consistency for all permits, CZC staff will base its decision on coastal management policies contained within the South Carolina Coastal Zone Management Program (CZMP), which can be found on the agency's website: <http://www.scdhec.gov/environment/ocrm/czmp.htm>. Additionally, the applicant should review Chapter IV – Special Management Areas for the consideration and potential treatment of Geographic Areas of Particular Concern (GAPC's), which could include groundwater resources, threatened and endangered species, and areas of special historic, archaeological or cultural significance. We also advise the applicant to review Chapter XII - Activities in Areas of Special Resource Significance (specifically Wetlands) in preparing the DEIS. The requirement to avoid GAPCs or wetlands may result in a modification of the DEIS to ensure consistency.

Scoping process comments:

As noted in the scoping document, the intent of the EIS is to define the range of actions, alternatives, and impacts to be considered in an EIS, which evaluates an applicant's permit application and proposed action. There are three types of actions, alternatives, and types of impacts that the Corps must consider in determining the "scope" of an EIS. DHEC is primarily interested in knowing "other reasonable courses of action" under the Alternatives subsection in that alternative alignments and locations of all components of the ICTF should be known and studied prior to a final decision. Alternative alignments may reduce impacts to wetlands and other coastal resources. Similarly, the EIS should take into account the connectivity and cumulative nature of the project in light of other major regional transportation issues. Understandably, this project is directly linked to the new port facility located at the south end of the former Naval Base and is proposed to address immediate transportation concerns related to the new port facility. However, it is other regional issues that the EIS should address to include potential impacts to existing transportation infrastructure (highway and rail). Long range transportation plans should be included in the EIS.

Specific impact comments:

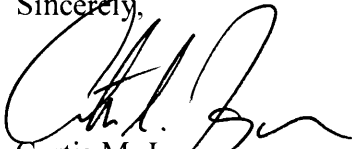
- Historic buildings: the demolition of or significant impacts to potentially historic structures must fully evaluated by the State Historic Preservation Officer (SHPO) for proper treatment prior to the review for consistency or impacts should be avoided altogether based upon SHPO's analysis of the historic value of each structure.
- Asbestos and related air matters: it is advisable the applicant coordinate with the Agency's Bureau of Air Quality - Division of Air Compliance Management to plan for the proper removal or abatement and eventual disposal of any source of asbestos. Additionally, the applicant should coordinate with the Bureau of Air Quality for potential effects to air quality that would be a result of infrastructure related to construction activities.
- Waste Disposal: it is advisable the applicant coordinate with the Agency's Bureau of Land and Waste Management to plan for the proper disposal (based on level of hazard) or recycling of all materials that will result from demolition activities.
- Water Quality: the Bureau of Water must take certification action on all Federal 404 permit applications for the discharge of dredged or fill material to waters or wetlands of the State. Therefore it is advisable that coordination takes place with the Water Quality staff.
- Best Management Practices: best Management Practices (BMP's) will likely be required as a potential condition on any Stormwater Permit based on the specific area of impact and its location to receiving waterbodies. It should be noted that Coastal Zone Management Program policies may require the additional treatment of stormwater runoff given the proximity of the project to adjacent receiving water bodies.

- Wetlands: as previously mentioned, it is advisable the applicant obtain a Critical Area Line delineation from this office in conjunction with a jurisdictional determination from your agency, the U. S. Army Corps of Engineers, prior to project initiation. Actual acreage of impacts to all waters and wetlands will be critical in the review of the eventual permit application for the project.

The Agency reserves the right to submit additional comments, as appropriate, during the development of the DEIS as modifications to the plan in response to public and agency input are likely.

DHEC OCRM Regulatory staff are available to meet with the applicant prior to the submission of the appropriate paperwork to discuss the overall project and answer any questions. Please do not hesitate to contact me should you have any questions.

Sincerely,



Curtis M. Joyner
Manager, Coastal Zone Consistency Section
Regulatory Division, DHEC OCRM
1362 McMillan Avenue, Suite 400
Charleston, S. C. 29405
843-953-0205
joynercm@dhec.sc.gov

Cc: Rheta DiNovo DHEC OCRM
Blair Williams DHEC OCRM
Robin Mack, DHEC BAQ
Kent Coleman, DHEC BLWM
Heather Preston, DHEC BOW
Elizabeth Johnson, SCDAAH

NOV 18 2013



United States Department of the Interior

FISH AND WILDLIFE SERVICE

176 Croghan Spur Road, Suite 200
Charleston, South Carolina 29407



November 13, 2013

Lt. Colonel John T. Litz
District Engineer
U.S. Army Corps of Engineers
69A Hagood Avenue
Charleston, SC 29403-5107

Attn: Nathaniel I. Ball

Re: ER 13/0673-NOI Intermodal Container Transfer Facility, Charleston County, SC
FWS Log No. 2014-CPA-0009

Dear Colonel Litz:

The U.S. Fish and Wildlife Service (Service) has reviewed the above-referenced public notice dated October 25, 2013. You have requested that the U.S. Fish and Wildlife Service (Service) provide comments regarding potential environmental impacts that may result from the proposed construction of an Intermodal Container Transfer Facility in Charleston County, South Carolina.

The proposed work consists of developing 90-acres at the former Charleston Naval Complex, installing cranes, storage areas, operations buildings, gate systems, railways, and roadways for the purpose of accommodating growth of local businesses and industries. Additionally, the proposed project would install approximately 42-acres of roadways and railways requiring bridge developments, flyovers, and other transportation improvements.

In review of the project, the Service recommends that you consider the following in the Draft Environmental Impact Statement:

- There may be some impacts on waters of the U.S. where bridge infrastructure is proposed over Noisette and Shipyard Creeks. Our records indicate the nearby occurrence of the federally endangered shortnose sturgeon. According to habitat suitability data, the federally endangered Atlantic sturgeon may also occur in this area. These migratory fish overwinter in estuarine habitats and may be affected by proposed bridge construction on these creeks during the colder months. Any efforts to avoid bridge construction during this time period may reduce potential impacts to the species.

- The Service recommends consideration of alternative routes or structures to avoid impacts to wetlands. Similarly, we recommend bridging creeks (mentioned above) to the maximum extent possible to reduce the amount of fill in wetland areas.
- While they do not have Federal protection, our records indicate the occurrence of two waterbird colonies in the project area. These colonies were sighted in the mid-1990's near the two wetlands to within the Drayage Road right-of-way. Any efforts to avoid or minimize impact to these wetlands would benefit these waterbird colonies.
- Inventory data also shows the nearby occurrence of the State-threatened least tern in 1976 and 1992. This migratory species nests from mid-May to mid-June and utilizes barren or sparsely vegetated areas consisting of sand or gravel. Efforts to avoid construction activities in areas with suitable habitat during the nesting season would attenuate potential impacts to this species.

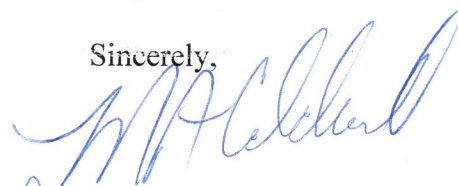
For informational purposes, the Service has included a list of species that have been petitioned for listing under the Endangered Species Act as well as Candidate Species. These species are collectively referred to as "At-Risk Species" (ARS). We have included a list of the ARS that may occur in Charleston County, South Carolina. Although there are no Federal protections afforded to ARS, incorporating proactive measures to avoid or minimize harm to ARS may improve their status and assist with precluding the need to list these species. Additional information on ARS can be found at:

<http://www.fws.gov/southeast/candidateconservation>.

Information regarding the presence of Federal protected trust resources may also be found at the following web site: <http://ecos.fws.gov/ipac/>. At this site you will find an interactive mapping tool designed to allow users to generate their own list of potential trust resources that may be in the project area.

If you have any questions on Service comments, please contact Mr. Byron Hamstead at (843) 727-4707 ext. 205, and reference FWS Log No. 2014-CPA-0009.

Sincerely,



Jay B. Herrington
Field Supervisor

JBH/MAC

South Carolina List of At-Risk, Candidate, Endangered, and Threatened Species - Charleston County

- * Contact National Marine Fisheries Service (NMFS) for more information on this species
- ** The U.S. Fish and Wildlife Service (FWS) and NMFS share jurisdiction of this species
- ARS At-Risk Species - Species that the FWS has been petitioned to list and for which a positive 90-day finding has been issued (listing may be warranted); information is provided only for conservation actions as no Federal protections currently exist.
- BGEPA Federally protected under the Bald and Golden Eagle Protection Act
- C FWS or NMFS has on file sufficient information on biological vulnerability and threat(s) to support proposals to list these species
- CH Critical Habitat
- E Federally Endangered
- P or P - CH Proposed for listing or critical habitat in the Federal Register
- S/A Federally protected due to similarity of appearance to a listed species
- T Federally Threatened

COUNTY	CATEGORY	COMMON NAME	SCIENTIFIC NAME	STATUS
Charleston	Amphibian	Frosted flatwoods salamander	<i>Ambystoma cingulatum</i>	T, CH
	Amphibian	Gopher frog	<i>Lithobates capito</i>	ARS
	Bird	Bachman's warbler	<i>Vermivora bachmanii</i>	E
	Bird	Bald eagle	<i>Haliaeetus leucocephalus</i>	BGEPA
	Bird	Black rail	<i>Laterallus jamaicensis</i>	ARS
	Bird	Black-capped petrel	<i>Pterodroma hasitata</i>	ARS
	Bird	MacGillivray's seaside sparrow	<i>Ammodramus maritimus macgillivrayi</i>	ARS
	Bird	Piping plover	<i>Charadrius melodus</i>	T, CH
	Bird	Red knot	<i>Calidris canutus rufa</i>	C
	Bird	Red-cockaded woodpecker	<i>Picoides borealis</i>	E
	Bird	Wood stork	<i>Mycteria americana</i>	E
	Crustacean	None Found		
	Fish	American eel	<i>Anguilla rostrata</i>	ARS
	Fish	Atlantic Sturgeon*	<i>Acipenser oxyrinchus*</i>	E
	Fish	Blueback herring	<i>Alosa aestivalis</i>	ARS
	Fish	Shortnose sturgeon*	<i>Acipenser brevirostrum*</i>	E
	Insect	Rare skipper	<i>Problema bulenta</i>	ARS
	Mammal	Finback whale*	<i>Balaenoptera physalus*</i>	E
	Mammal	Humpback whale*	<i>Megaptera novaengliae*</i>	E
	Mammal	Right whale*	<i>Balaena glacialis*</i>	E
	Mammal	West Indian manatee	<i>Trichechus manatus</i>	E
	Mollusk	None Found		
	Plant	American chaffseed	<i>Schwalbea americana</i>	E
	Plant	Boykin's lobelia	<i>Lobelia boykinii</i>	ARS
	Plant	Canby's dropwort	<i>Oxypolis canbyi</i>	E
	Plant	Ciliate-leaf tickseed	<i>Coreopsis integrifolia</i>	ARS
	Plant	Godfrey's privet	<i>Forestiera godfreyi</i>	ARS
	Plant	Pondberry	<i>Lindera melissifolia</i>	E
	Plant	Seabeach amaranth	<i>Amaranthus pumilus</i>	T
	Reptile	Green sea turtle**	<i>Chelonia mydas**</i>	T
	Reptile	Kemp's ridley sea turtle**	<i>Lepidochelys kempii**</i>	E
	Reptile	Leatherback sea turtle**	<i>Dermochelys coriacea**</i>	E
	Reptile	Loggerhead sea turtle**	<i>Caretta caretta**</i>	P-CH, T
	Reptile	Southern hognose snake	<i>Heterodon simus</i>	ARS
	Reptile	Spotted turtle	<i>Clemmys guttata</i>	ARS

These lists should be used only as a guideline, not as the final authority. The lists include known occurrences and areas where the species has a high possibility of occurring. Records are updated as deemed necessary and may differ from earlier lists.

For a list of State endangered, threatened, and species of concern, please visit <https://www.dnr.sc.gov/species/index.html>.

From: comments@navybaseictf.com
To: comments@navybaseictf.com
Date: 12/13/2013 12:58 PM
Subject: Environmental Consequences

New comments submitted on navybaseictf.com

First Name: David
Last Name: LaRoe
Email: [REDACTED]
Affiliation: State Government (City of North Charleston Housing Authority)

Comment Subject: Environmental Consequences
Comment: On the behalf of The City of North Charleston Housing Authority (NCHA), I would like to express our concerns regarding the proposed development plan for the Intermodal Container Transfer Facility (ICTF) on the old Navy Base. Although NCHA strongly supports economic development in the region and the potential of the proposed ICTF, we do find that there are some serious, negative environmental impacts within the Plan that should be considered.

First, the proposed main freight line along the Spruill Avenue corridor will certainly have adverse effects upon the residential neighborhoods, school and businesses that are located adjacent to and on both sides of the avenue. In 2002 NCHA competed for—and the US Department of Housing and Urban Development (HUD) subsequently approved—a \$31 million HOPE VI Revitalization Grant for Horizon Village to revitalize an area that includes Spruill Avenue. To date, NCHA and its partners have spent over \$70 million improving this area based upon assurances that the Spruill corridor would be further developed to insure an environmentally safe & healthy community thoroughfare conducive to pedestrian and low-speed vehicle traffic with a future cross-connection to the Navy Base & North Charleston Riverfront Park.

Based upon those assurances, two senior residences were constructed along Spruill Avenue in 2007 with federal & private funds to provide very low and low income persons with much needed rental housing. These two buildings alone provide homes for 104 seniors. As well, in 2003 the County School Board spent \$2.8 million to refurbish the Ronald McNair Elementary School and the new owners of the Pine Crest Apartments have invested heavily to enhance their market rate apartment community.

In order to receive this Private/Government financing, several environmental reviews were conducted. A major concern expressed was the noise level along the Spruill corridor. Traffic and noise studies were mandated and completed. We received a letter from CSX attesting that the rail line along Spruill was inactive and that there were no plans to activate this line. HUD, SC State Housing Finance & Development Authority, private financing institutions and other funding sources relied on this

information to underwrite their investments. It is a possibility that if the noise levels exceed HUD's acceptable levels for healthy living, the subsidies that allow low income persons to have Class "A" housing would be stopped.

This Plan, if approved as proposed, would adversely affect the safe & healthy environment for those residing, attending school or conducting business on Spruill Avenue. Considering the large amount of commercially zoned land and existing rail lines already on the old Navy Base, we feel it unnecessary and inappropriate to intentionally create an environmentally unfriendly corridor because it is "convenient".

A second concern relates to the residents of St. Johns Avenue. NCHA operates a mixed-finance housing complex called Phoenix Apartments. NCHA is concerned about the proposed cul-de-sac that will eliminate a vital connection for its residents. This configuration will decrease the ability for emergency vehicles to reach residents along St. Johns Avenue and will lead to an increase in crime.

Again, we support the Intermodal Facility. We feel that with a little foresight and concern for a safe & healthy environment, The plan can be modified to accomplish its goals while allowing for the continued development of the Spruill Avenue corridor.

Recommendations:

- 1) Eliminate the CSX rail line along Spruill Avenue and route the line within the old Navy Base property; or
- 2) Mitigate adverse noise, vibration and pollution effects on residents of Horizon Village HOPE VI project; and
- 3) Mitigate adverse noise, vibration and pollution effects on residents of the Phoenix housing complex between Spruill Avenue and St. Johns Avenue.
- 4) Provide a direct connection between the Horizon Village Hope VI project with Riverfront Park by connecting Turnbull Avenue across Spruill Avenue to Verde Avenue within Horizon Village.
- 5) Do not create a cul-de-sac at the end of St. Johns which will create a dead end situation, further isolating the residents of St. Johns Avenue and the Phoenix housing development.



US Army Corps
of Engineers®

Jobs? Air quality (high rates of asthma already)

PUBLIC SCOPING MEETING

Navy Base Intermodal Container Transfer Facility EIS

Public Notice number SAC-2013-00960

Thursday, November 14, 2013 - Chicora School of Communications

Sound/noise levels! Light pollution! Loss of rec. center!

Name _____
Address _____
City, State, and Zip _____

Resident

Affiliation _____

Do you wish to make a
statement at this meeting?

NO
☒

YES
☐

Can't stay till 7p

Are you a publicly elected
official who wishes to be
recognized during this meeting?

NO
☒

YES
☐

How would you prefer to receive information about this project? (Please check one.)

☐

Website

☐

Mail

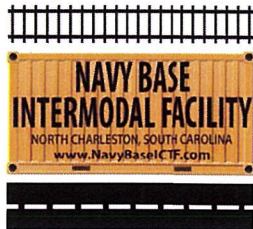
☐

E-mail _____

☐

Newspaper

Completion of this information is voluntary. See Privacy Act Statement on reverse side of this card.



COMMENT FORM

Public Scoping Meeting, Thursday, November 14, 2013
Chicora School of Communications
3795 Spruill Avenue
North Charleston, South Carolina

Please note that any information (including personal identifying information) received through this form may be made available to the public online or in a paper docket, unless disclosure of the information is restricted by statute. Do not submit any information that you do not want released to the public. Electronic files should not include special characters or any form of encryption, and should be free of any defects or viruses.

Are you a public official? ☐ NO ☒ YES

If yes, position: _____

[Redacted]

[Redacted]

Mailing Address (if different from street address)

City, State, and Zip Code

[Redacted]

E-mail Address

neighbor

Affiliation

How did you learn about this public scoping meeting?

☐ Newspaper Notice

☐ Notice in Mail

☐ E-mail

☐ Website

☒ Other (please explain)

Facebook Friend

OPT OUT: ☐ By checking this box, you are requesting that your personal information **NOT** be included in any public release of comments.

COMMENTS: (Please make additional comments on the back, if needed.)

When investing nearly a half million dollars in the Park Circle area I never imagined I would be sitting at a meeting giving comments about my concerns of a railway going through my backyard marsh. Please consider what will be

Comments may be turned in tonight, mailed, or e-mailed to the address below. Please submit your comments by December 14, 2013 to:

U.S. Army Corps of Engineers, Charleston District
c/o Nathaniel I. Ball
69-A Hagood Avenue
Charleston, SC 29403
comments@NavyBaseCTF.com

Offered to our neighborhood to naturally
block noise, the view of double decker
trains going through the neck and
tidal marsh as well as the pollution
that will undoubtedly have an affect on
my family's health. I have a secondary
concern about access to our neighborhood
from 526 with rail ways blocking both
exits and train traffic about to explode.
When addressing pollution please consider
noise of engines, whistles (which was promised
to be eliminated) lights and fuel emissions.
As well as more environmental friendly
trains such as monorails etc.


U.S. Army Corps of Engineers, Charleston District
c/o Nathaniel I. Ball
69-A Hagood Avenue
Charleston, SC 29403

PLACE
POSTAGE
HERE

U.S. Army Corps of Engineers, Charleston District
c/o Nathaniel I. Ball
69-A Hagood Avenue
Charleston, SC 29403

From: [REDACTED] >
To: "comments@navybaseictf.com" <comments@navybaseictf.com>
Date: 11/13/2013 09:59 AM
Subject: Notice of Hearing

I am a property owner of several acres of land on [REDACTED]. It has just come to my attention that there is to be a public hearing concerning the Development on the Naval Complex and surrounding Transportation. One of the diagrams shows that there will be a road coming directly through my property. Is there some reason that I did not receive a notice of this meeting? My address on the County Tax Records is correct.

[REDACTED] 

[REDACTED]  [REDACTED]

From: comments@navybaseictf.com
To: comments@navybaseictf.com
Date: 11/28/2013 09:46 AM
Subject: Affected Environment

New comments submitted on navybaseictf.com

First Name: [REDACTED]

Email: [REDACTED]

Affiliation: Private Citizen (Owner of rental property on Bexley st)

Comment Subject: Affected Environment

Comment: Hello,

My name is [REDACTED] and my wife and I own a rental house at [REDACTED]
[REDACTED] We are very concerned how reopening the railway line behind our property will negatively affect our renter's quality of life and our ability to rent the property. We have invested considerable time and money into the property to make it a very nice place for renters. I have read in the paper plans for a sound wall to be included in the project, however, I'm unable to determine the planned placement of the wall. My question for you is: will there be a sound wall constructed behind the homes on Bexley street to protect the quality of life of the residents there?

I appreciate and await your reply.

Sincerely,
[REDACTED]

From: comments@navybaseictf.com
To: comments@navybaseictf.com
Date: 12/05/2013 05:18 PM
Subject: Affected Environment

New comments submitted on navybaseictf.com

First Name: [REDACTED]
Last Name: [REDACTED]
Email: [REDACTED]
Affiliation: Private Citizen (Olde North Charleston Neighborhood Council President)

Comment Subject: Affected Environment

Comment: I would like to request that you extend the boundary of your study to include the area along Virginia Avenue. The boundaries as they are now stop at the connection point of the track that will connect near the corner of Buist and Virginia. The reason the area needs to be enlarged to include this area is that the existing rail line at that location does not have the same level of traffic that it will when the new rail terminal is included. It already is an area filled with noise pollution from the rail lines and will only get worse unless the mitigation efforts begin now.

Thank you,

[REDACTED]

From: comments@navybaseictf.com
To: comments@navybaseictf.com
Date: 11/17/2013 11:21 AM
Subject: Mitigation

New comments submitted on navybaseictf.com

First Name: [REDACTED]

Last Name: [REDACTED]

Email: [REDACTED]

Affiliation: [REDACTED]

Comment Subject: Mitigation

Comment: I own [REDACTED]. The property at 4251 & 4255 Spruill avenue is currently zoned B-1. As it is so close to the new railroad spur, I would like to request a change in zoning to these parcels to industrial to more accurately reflect the use of this area going forward. I support the huge economic opportunity of an enlarged Charleston and South Carolina port to be ready for the increase in port/shipping traffic related to the changes in the Panama canal.

From: comments@navybaseictf.com
To: comments@navybaseictf.com
Date: 11/15/2013 10:52 AM
Subject: Public Involvement

New comments submitted on navybaseictf.com

First Name: [REDACTED]
Last Name: [REDACTED]
Email: [REDACTED]
Affiliation: Private Citizen ([REDACTED])

Comment Subject: Public Involvement

Comment: My wife and I live at [REDACTED] and this rail will impact me and fellow residents in the following ways:

1. The new rail will, literally, cut right through our backyard. The current right-of-way could force most residents on the street to make significant, expensive changes to their property.
2. If the right-of way is expanded, many residents would have to relocate. Entire neighborhoods could be wiped out.
3. Extensive rail development would crush the burgeoning small business and creative community in Park Circle.

I love my neighborhood and want to continue contributing to this community, which would prove difficult if there's a train running through my backyard every 15 minutes. Nobody has reached out to me regarding how and when my property will be impacted, I only know what limited amount I do from local news and my city councilman.

Please consider the lives of those affected by this port expansion.

From: comments@navybaseictf.com
To: comments@navybaseictf.com
Date: 11/15/2013 10:42 AM
Subject: Environmental Consequences

New comments submitted on navybaseictf.com

First Name: [REDACTED]
Last Name: [REDACTED]
Email: [REDACTED]
Affiliation: Private Citizen ([REDACTED])

Comment Subject: Environmental Consequences

Comment: I am a resident who just recently purchased a home on [REDACTED]
[REDACTED] This is an area close to Park Circle but on the outer edge. I have seen in my year of living here, improvements to this street and the surrounding area with the development of Hunley Waters, and the renovation of several houses on this street.

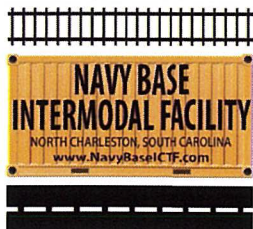
After reading the proposal for where the new rail lines will be, I am extremely concerned. Many of the houses on Bexley St are in the current right-of-way for the old rail line that runs parallel to Bexley. What will happen to these homes, including mine when this rail is resurrected? How will this affect my property value? How will this affect the slow progress that has been made on this end of the neighborhood?

What's most frustrating to me is that this line on Bexley St, is simply being used to turn trains around. Is there not any other place you could do that that would not impact an already struggling area of the neighborhood? Why can't this new line simply continue north on Spruill Ave as it already does?

The right-of-way already cuts my backyard in half, according to the proposal you would be asking for an increase in the right-of-way. I can only imagine what that means for my meager property.

I just moved to this area but I love my neighborhood and I'm very concerned with what this means for Park Circle. I believe we're going to see people move away, business flop, etc.

I'm begging you, please reconsider this portion of the line.



COMMENT FORM

Public Scoping Meeting, Thursday, November 14, 2013
Chicora School of Communications
3795 Spruill Avenue
North Charleston, South Carolina

Please note that any information (including personal identifying information) received through this form may be made available to the public online or in a paper docket, unless disclosure of the information is restricted by statute. Do not submit any information that you do not want released to the public. Electronic files should not include special characters or any form of encryption, and should be free of any defects or viruses.

Are you a public official? ☒ NO ☐ YES

If yes, position: _____

First Name: [Redacted]
Last Name: [Redacted]

Street Address

Mailing Address (if different from street address)

[Redacted Mailing Address]

E-mail Address

Affiliation: community member

How did you learn about this public scoping meeting?

☐ Newspaper Notice

☐ Notice in Mail

☐ E-mail

☐ Website

☒ Other (please explain)

facebook posting by a Park Circle resident

OPT OUT: ☐ By checking this box, you are requesting that your personal information **NOT** be included in any public release of comments.

COMMENTS: (Please make additional comments on the back, if needed.)

Re: Noise mitigation & air quality, would electric vehicles
(vs. ~~diesel~~ diesel for example) be used? (for container transfer
etc.)
Have heard current railyard neighbors complain of
the CRASHES/huge vibrations, what will be done to
avoid those? (I'm sure I'll have more questions as
process con

Comments may be turned in tonight, mailed, or e-mailed to the address below. Please submit your comments by December 14, 2013 to:

U.S. Army Corps of Engineers, Charleston District
c/o Nathaniel I. Ball
69-A Hagood Avenue
Charleston, SC 29403
comments@NavyBaseCTF.com

U.S. Army Corps of Engineers, Charleston District
c/o Nathaniel I. Ball
69-A Hagood Avenue
Charleston, SC 29403

PLACE
POSTAGE
HERE

U.S. Army Corps of Engineers, Charleston District
c/o Nathaniel I. Ball
69-A Hagood Avenue
Charleston, SC 29403



COMMENT FORM

Public Scoping Meeting, Thursday, November 14, 2013
Chicora School of Communications
3795 Spruill Avenue
North Charleston, South Carolina

Please note that any information (including personal identifying information) received through this form may be made available to the public online or in a paper docket, unless disclosure of the information is restricted by statute. Do not submit any information that you do not want released to the public. Electronic files should not include special characters or any form of encryption, and should be free of any defects or viruses.

Are you a public official? ☒ NO ☐ YES If yes, position: _____

First and Last Name

City, State, and Zip Code

How did you learn about this public scoping meeting?

- ☐ Newspaper Notice
☐ Notice in Mail
☐ E-mail
☐ Website
☐ Other (please explain)

E-mail Address

LIVE IN Neighborhood

Affiliation

OPT OUT: ☐ By checking this box, you are requesting that your personal information **NOT** be included in any public release of comments.

COMMENTS: (Please make additional comments on the back, if needed.)

We need quiet zones at Bexley St.
and at O'Hear Ave and at
Virginia Ave

Comments may be turned in tonight, mailed, or e-mailed to the address below. Please submit your comments by December 14, 2013 to:

U.S. Army Corps of Engineers, Charleston District
c/o Nathaniel I. Ball
69-A Hagood Avenue
Charleston, SC 29403
comments@NavyBaseICTF.com